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LEGION

MAGAZINE



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LEGION

MAGAZINE

FEBRUARY 1977



FEBRUARY 1977

Volume 102, Number 2

National Commander

William J. Rogers

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Cover Photo

An illustrator for the National Aeronautics and Space Administration captures the exciting potential of the new Space Shuttle, "the plane that will take us out of this world."

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NOTES ON OUR DESK

We are surrendering our editorial space this month to an Air Force veteran who has had a unique opportunity to judge modern military life at close range. John George Bacon, a Foreign Service officer, has been detailed where he served more than 30 years ago as a draftee. He found some surprises. Here is his account:

As I rode through the gate, the neatly uniformed young man, a blue beret tilted jauntily to one side of his head, snapped to attention and whipped his arm across his chest, signaling that we could pass.

What a difference time can make.

For the second time in my life, I had come to cornfield-surrounded Scott Air Force Base, IL. My first "visit" was in January 1942, when I arrived as a \$21-a-month private in the Army Air Corps.

A few vivid memories of old Scott Field remain: the fellowship, too much activity for the money received, and a military policeman rescuing me from the evils of drink in front of the Clover Club bar in Belleville and depositing me, not in the hoosegow but at the main gate from which I could (and presumably did) find my way home.

Eventually I left Scott Field and by 1946 had finished my military service, went on to college and spent the next 25 years in the Foreign Service. This career took me to Washington, London, Rome, Bonn, Khartoum, Saigon and the United Nations. In those years I worked closely with people who made history: Clare Boothe Luce, Henry Cabot Lodge, Adlai Stevenson, Maxwell Taylor, inter alia. My work was as varied as the locations; from building a recreation area in Khartoum and evacuating dependent civilians from Saigon to advancing the Strategic Arms Limitation Talks in Helsinki and Vienna.

Then the Department of State decreed that I should be the political advisor to the commander of the Military Airlift Command—at Scott Air Force Base. After more than 30 years, I returned.

Some things had not changed. I still walk to work; not from a free barracks building as before, but

from a pleasant, if unspectacular house, which I rent. Today, I am treated as a major general, a far cry from my days as a private, but again, nothing particularly outstanding when compared with normal civilian life.

I still do my own yard work (as do many of the generals in my neighborhood). I pay for any domestic help I get (as do my neighbors).

A New Feature —Viewpoint

In this February issue *The American Legion Magazine* introduces a new feature, "Viewpoint," designed to encourage dialogue on issues of national and international importance.

Our monthly "Pro and Con" feature matches the opposing views of members of Congress. "Viewpoint" will invite the opinions of men and women in industry, trade, education, the arts and other walks of life.

Our first "Viewpoint" on Page 10 asks the question: "Will Airlines Go The Way of Our Railroads?" Responding are John Robson, chairman of the Civil Aeronautics Board, and Charles Tillinghast, Jr., just retired chairman of Trans World Airlines.

In fact, my life style is just as it has been for years. And that came as a shock. From what I had seen in newspapers, magazines, on television and heard from uninformed acquaintances, I had come to accept many myths about military people. Scott Air Force Base opened my eyes.

Military do pay taxes; they do not have job security; dependents do not receive free dental care; hospitalization benefits are limited; uniforms, insurance and movies are not free.

And then we hear they are paid too much—who?

The young enlistee who makes \$4,334.40 a year or the general, who, after 30 years of service, is paid under \$40,000 to manage \$9 billion in the taxpayers' assets?

"And what" you ask, "of the senior officer who abuses the system?"

There are exceptions to the rule, but they exist less often than among civilians. The difference is that the military offender is newsworthy. The civilian usually is not.

The myths disappeared when I simply looked around. From the newest airman to the top general, peacetime military men and women have plenty of very real work.

The Military Airlift Command, probably the world's largest operation of its kind, is constantly (and I mean from minute to minute) ready to do its wartime job. It is odd that most Americans respect firemen who practice to save lives and property, but some of the same people knock our military, who are prepared to do exactly the same thing.

For years, too, I have heard such views as "the military is a home for people who can't do well 'outside'." Nonsense! The average officer or airman could compete easily—and successfully—in civilian life. They are, by and large, deeply dedicated, highly intelligent and full of energy. It is rare indeed to meet an officer today who does not have at least a bachelor's degree.

Why do they stay in the military?

I was told, "Because I like military life. Why are you in the Foreign Service? Why is a doctor a doctor? I'm doing something I feel is important." It was reasonable.

There seems no end to misinformation circulated about the military. For example:

- Are allowed free postage . . . False.
- Get free dental care for families . . . False.
- Pay no federal income taxes . . . False.
- Receive free insurance . . . False.
- Don't have to put up with social security payments . . . False.
- Have free movies . . . False.
- Have the security of never being "laid off" . . . False.
- Receive free uniforms . . . False.

The first set of uniforms is free for enlisted persons, but they purchase them from then on.

As for military people being overpaid, think about this one. There are more than 200 families on Scott Air Force Base eligible for the food stamp program—and Scott is but one of 154 major Air Force installations in the United States.

The myths are not all holdovers from the distant past either.

Much has been said about the huge C-5 Galaxy cargo jet. Some writers claim it performs poorly, but

(Continued on page 50)



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The Commander's Message

SALT II Involves Fateful Decisions

IN MY native Maine, February is a time for taking stock. A pause is forced on us by winter's heavy hand and the respite provides time to think and plan for new seasons.

The United States, it seems to me, is at such a moment in its affairs with other nations.

A new President has taken the helm in Washington. He is a young man, surrounded by young men and women. For the first time in two generations we have a man in the White House who was not personally involved in the struggle called World War II—certainly the most significant period in our 20th century history.

For the older members of The American Legion, this must seem almost impossible. Did the fight against Hitler and Mussolini and Tojo really end more than 30 years ago? Has it been almost 60 years since Woodrow Wilson called America to arms "to make the world safe for democracy?"

The calendar answers our question, and so do our younger comrades from wars called Korea and Vietnam.

Would it be that President Jimmy Carter could come to office with no concern about future wars; that he could concentrate his total energies upon the domestic problems that still wrinkle and soil our national fabric. But as Plato said "only the dead have seen the end of war," and a new American President, like all of us, must respect the words of an ancient Greek philosopher.

So it is that Mr. Carter must quickly come to grips with questions of war—not combat itself, but the weapons that would be used should the United States or its allies come under attack.

Immediately ahead are negotiations with the Soviet Union. We call them "SALT II"—the seven-year-long second phase of the Strategic Arms Limitation Talks that were started almost a generation ago by the late President John F. Kennedy.

President Carter is well qualified. As a graduate of the U.S. Naval Academy and a nuclear submarine officer he is schooled in the modern arsenals fashioned by technology. And he is bolstered by a quiet but capable team of Americans who have struggled for almost 15 years through disarmament talks with the men from Moscow.

Some may say we veterans from old wars should stand aside and refrain from comment as the new negotiations are prepared. I don't agree.

Throughout its history, The American Legion has never hesitated to speak out when national security was involved. For almost 60 years we have argued for a strong America that is capable of defeating any attack

from any quarter. The undeniable promise of defeat for our enemies, we hold is the best deterrent against any aggressor.

In SALT II the issues are complex. Negotiators speak in the language of the physics lab of megatons and kilotons. They compare exotic weapons systems and argue their potential. They probe for details on highly sophisticated equipment far more mysterious than the inside of a color television set that is enough to confound most of us.

They will weigh new American weapons carefully, such as the B-1 bomber, the cruise missile, the mobile MX intercontinental missile, the Trident submarine and a new family of undersea weapons, the multi-warhead rocket etc., etc. To one degree or another, matching Soviet weapons will be placed on the scale.

The American Legion would not presume to dictate the final form of any agreement with the Soviet Union. But the Legion, acting on bitter lessons taught its own members from World War I to Vietnam, does insist that any SALT II agreement guarantee the continued capability of the United States to discourage and deter aggression from any quarter—and guarantee its overwhelming defeat.

In convention last August the Legion reconfirmed its support of the B-1 and Trident as necessary integral parts in an American strategic defense "triad" of land and sea-based and long-range bombers. We stand by those decisions. We don't presume to know what magic numbers will guarantee peace. We simply say we must have enough . . . enough so that any potential enemy can't afford the thought that he might attack or intimidate the United States.

With that said, we wish SALT II negotiators the greatest measure of success. Any steps, no matter how modest, away from nuclear confrontation will be welcomed by men and women everywhere. No one is more anxious than a Legionnaire to see our full resources thrown into the fight for a richer life for all Americans. No one knows better the waste of war, the heavy cost of military preparedness. But no one knows better, too, that when it comes to national survival, second-best isn't good enough.

William J. Rogers

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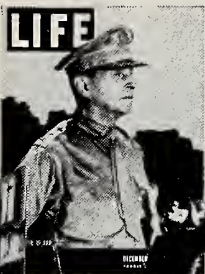


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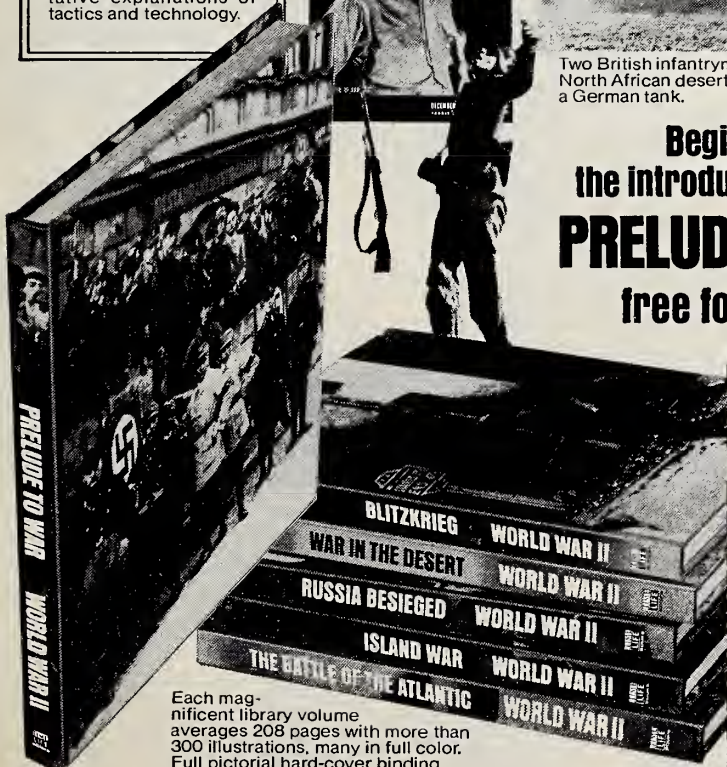
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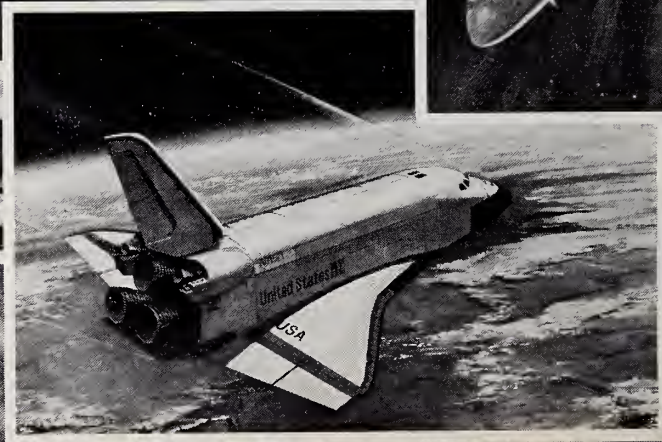
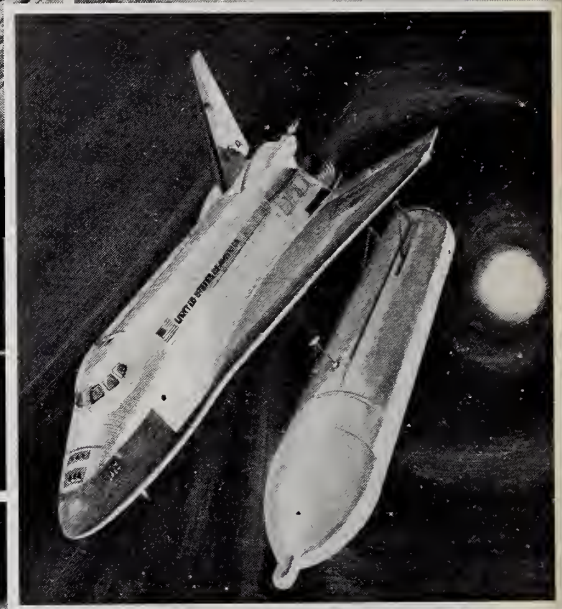
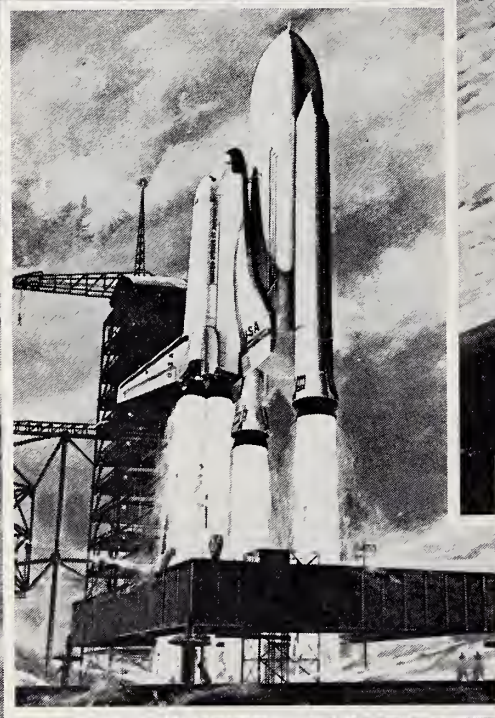
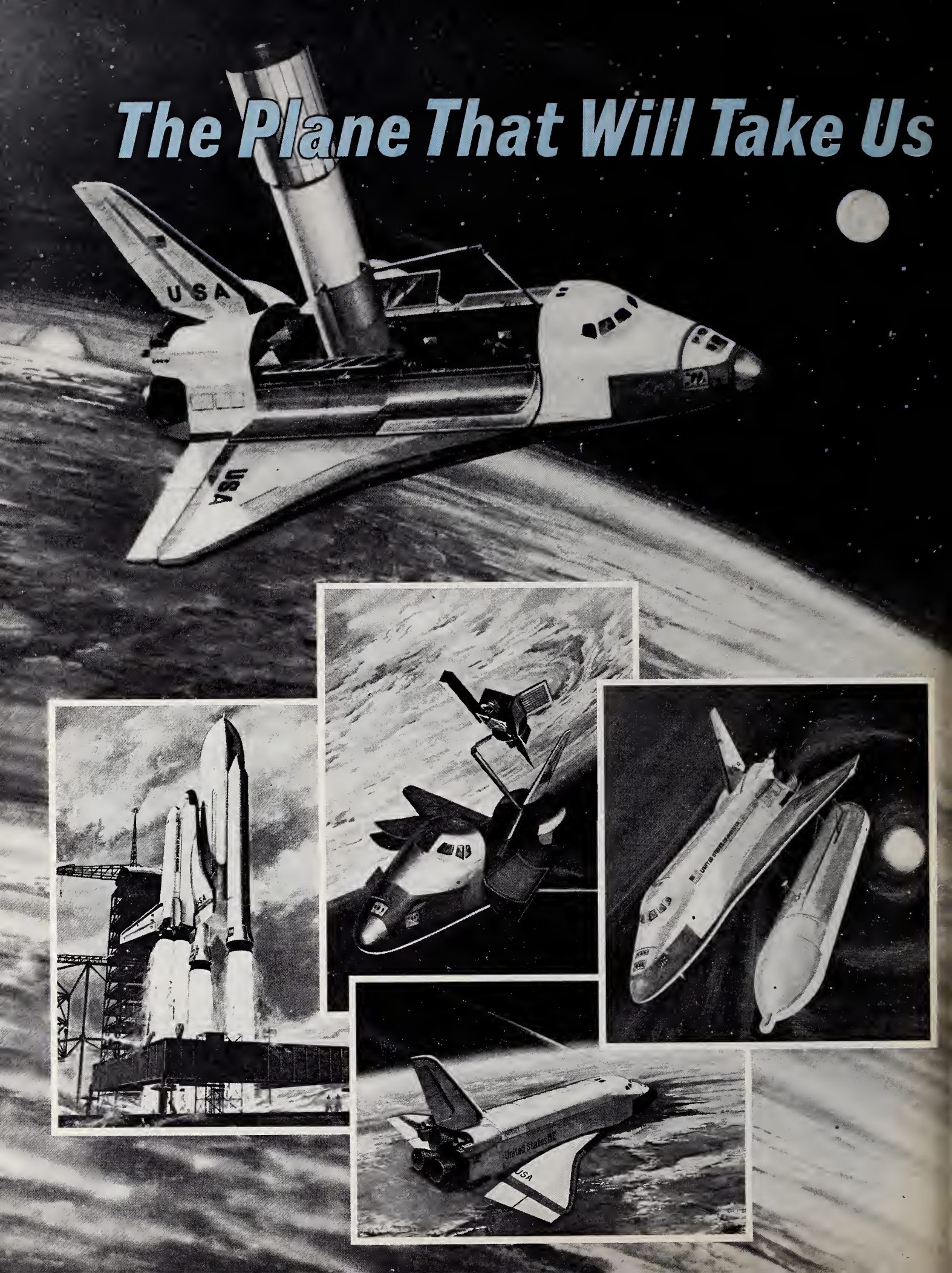
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The Plane That Will Take Us



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You board the sprawling space giant and take a seat among the other passengers, ranging from fellow tourists to working scientists. As you fumble with the safety harness, the pilot's voice fills the cabin. "Takeoff in one minute!" A moment later, rocket engines deep within the bowels of the metal bird begin to pulsate with a quickening rhythm. You stiffen. The great adventure is about to begin.

Takeoff comes with an unnerving suddenness. You explode down the runway at a dizzying speed. In seconds you are airborne, climbing steeply . . . endlessly. The soft contour seat becomes a man-eater as acceleration forces hammer your body downward. Your weight increases two . . . three times. You want to look out of the window, but it is an effort merely to turn your head. Yet, there is no discomfort. The pressure of acceleration, the overwhelming thunder of the rockets combine to produce a pleasant euphoria.

Soon you are hurtling over Africa, the Eurasian land mass, into night, and emerging into a crimson new dawn. Abruptly, the muted roar of the spaceliner's engines drops to an audible rumble . . . then a hiss . . . then silence. A new sensation. Your body rises gently against restraining harness. The centrifugal force that comes from being whirled about your world at nearly 18,000 mph . . . like a ball on the end of a cord . . . has cancelled gravity. You are in space.

◀ Against an out-of-this-world backdrop these NASA sketches depict various phases of space shuttle activities such as launch at lower left, activating a space telescope (top), and retrieving a satellite, jettisoning a fuel tank and returning to a Florida landing field

As you toy with the delights of weightlessness, your spaceliner begins to move up and down, back and forth, in gentle swaying motions.

The end of the fantastic voyage comes with the softest of thuds. You have arrived—300 miles above the Earth. In the process, you circled the globe—and in less time than it takes to fly the Atlantic.

A 21st century happening? Surprisingly, outings in orbit may be practical a lot sooner than you think. The reason? Emergence of the reusable Space Shuttle, a startling innovation of the Space Age that makes commercial exploitation of the heavens a possible reality.

The first Space Shuttle rolled from its assembly plant late last

eted to serve as a sort of space taxi for ferrying men and supplies to and from orbiting space stations, and as an emergency ambulance service in space to rescue injured and stranded astronauts.

An Interim Upper Stage (IUS) being developed by the Department of Defense will be used for missions requiring orbits higher than 500 miles—the Shuttle's operational limit—and to inject payloads into escape trajectories to the moon and the planets.

Ironically, the development of the Space Shuttle parallels the development of the large rocket boosters that opened the era of space exploration. The story begins in the late 1950's, when spacecraft designers wrestled with the problem of how to bring back returning spacemen without burning them to cinders.

When a spacecraft slices into Earth's air ocean, it is traveling at speeds up to 25,000 mph. Resulting air friction creates temperatures of

around 5,000 degrees. The spacecraft's angle of reentry must be precise. Even a small error can throw it thousands of miles off course with disastrous consequences. As the late astronaut Gus Grissom once said: "We literally explode a man into space, then bring him back like a meteor."

Apollo astronauts referred to their reentry procedure as "sliding down the stovepipe." Their bell-

shaped craft, only slightly more maneuverable than a descending rifle bullet, had to be guided with unerring accuracy through an invisible "window" in the atmosphere 300 miles wide and 40 miles deep. Not an easy feat considering they had to take aim from thousands of miles out in space.

If they barreled in too steeply, they would be crushed and incinerated by the thickening air mass. If they came in too shallow, they would bounce off the Earth's blanket of air and become aimless wanderers in space. Their final descent to an ocean landing was controlled by what veteran spaceman Tom Stafford once described as the most gratifying sight in the world to a returning



Enterprise Commander Fred W. Haise Jr. and Pilot C. Gordon Fullerton pose with craft after roll-out ceremonies in California

year. Landing tests are scheduled for 1977 and the first orbital flight will be conducted in 1979. In 1980, the Space Shuttle will begin operational missions from the Kennedy Space Center in Florida.

The Shuttle will solve a nagging and often embarrassing problem for the National Aeronautics and Space Administration—the astronomical cost of doing business in space. In fact, NASA has designed its programs for the next two decades around this versatile space commuter. As a roving work platform in space, it will be used to launch, repair and replace expensive satellite systems, and to serve as a manned space laboratory for periods of up to 30 days duration. Later it is tick-

astronaut, "those big, beautiful, landing 'chutes."

Even as the Apollo program was taking initial form, designers knew there had to be a better way to move in and out of space. Huge rockets, such as the 363-foot-tall Apollo/Saturn V, then on the drawing boards, would be intricate and costly to build and launch. Moreover, they would be totally expendable . . . each complete vehicle a one-shot investment. Only the Command Module, or crew compartment, of the huge moon rocket would return safely to Earth.

Researchers hit pay dirt in late 1961. An unusual, wingless shape emerged from wind tunnels at NASA's Langley Research Center in Virginia. It wasn't much to look at, resembling a halved apple—rounded on the bottom and flat on top. But tests proved it to be airworthy, and with the addition of small fins and rudders it could be maneuvered with relative ease. Elated designers dubbed their newest creation the "lifting body."

The first lifting body was flight tested in 1962, the same year that astronaut John Glenn (now a U. S. Senator from Ohio) became the first American to orbit the Earth. The M2F1, a fragile craft constructed of plywood and tubular steel, was towed to a height of 10,000 feet and glided to safe landing near Edwards, CA. Test pilot Milton Thompson, who once jockeyed the needle-nosed X-15 rocket plane to an altitude of 211,000 feet and a speed of 3,700 mph, called the flight the most unique of his career.

"It was an odd feeling to gaze from the canopy and not see any wings," he said.

By 1968, advanced lifting body designs had been piloted to heights approaching 100,000 feet and speeds beyond sound. Unmanned versions were lofted into space by rockets, rammed back through the atmosphere at extreme velocities and guided by radio control to safe landings in the ocean. A year before Apollo 11 began its historic journey to the surface of the Moon, designers were convinced that the stubby, wedge-shaped lifting body was indeed the shape of tomorrow.

The Shuttle's Orbiter is the main package. It is a delta-winged spaceplane about the size of a DC-9 jetliner containing a crew compartment, controls, life support systems, a 60-by 15-foot cargo bay, three main rocket engines for liftoff and two smaller rocket engines for maneuvering in space and to prod it out of orbit for return to Earth.

Directly beneath the Orbiter is a huge external fuel tank that feeds propellants to the Orbiter's main engines during liftoff. By positioning the main fuel supplies externally, designers were able to cut down on the Orbiter's size and weight and allow more cargo space for mission operations.

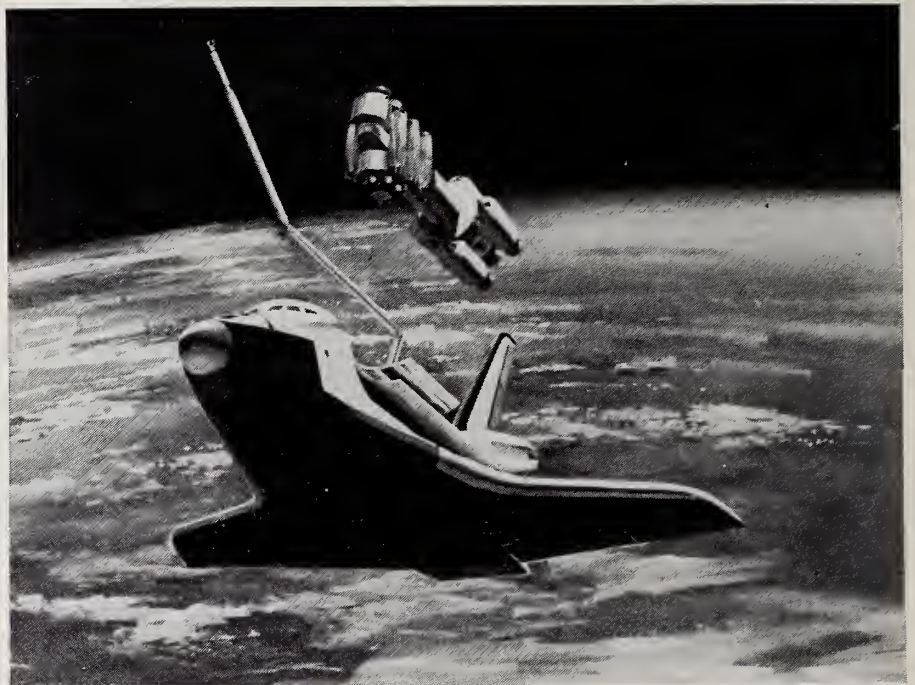
Unlike the futuristic version described at the beginning of the story, present technical restraints require that the Space Shuttle be launched vertically like a conventional rocket. At liftoff, the Orbiter's three main engines and the two solid booster rockets are ignited. At an altitude of about 25 miles, the two solids shut down, pop off automatically and parachute into the ocean off Cape Canaveral. The boosters, located by built-in homing devices,

somewhat of a "grabber." It will be a computer controlled and accomplished "dead stick"—without power.

The glide slope will be a steep 24 degrees, compared to the two and a half to three degrees for a commercial airliner on a landing approach.

NASA says the Space Shuttle will open an era of economical space activity. The cost of launching a conventional rocket carrying an unmanned payload runs from about \$10 million to \$15 million, depending upon the launch vehicle used. The manned moon missions, using the massive Saturn V, cost \$400 million. In contrast, the average Space Shuttle launch will average \$10.5 million, and it can loft as many as three satellites at a time.

Currently, the overall cost of delivering a pound of payload into



Artist depicts shuttle mechanism for retrieving satellite, or cargo "parked" in orbit

are recovered and returned to the Cape for refurbishing and reuse.

Shortly after Orbiter is inserted into orbit, the external belly tank runs dry and the Orbiter's main engines shut down. They will not be used again during the mission. The belly tank is jettisoned and pointed back towards Earth by a small de-orbit motor. It is the only piece of the Shuttle package which is expendable.

When the Orbiter completes its mission, it returns to Earth, zips through the atmosphere like any other aircraft and glides to a landing on an ordinary runway.

The actual landing—to a commercial airlines passenger—would be

Earth orbit runs from \$600 to \$1,700. The Shuttle is expected to reduce the pound-in-orbit cost to approximately \$160.

Additional savings will be achieved by the Shuttle's ability to retrieve and repair ailing satellites that otherwise might have to be replaced entirely. For example, two days after launch in April 1966, the battery aboard the \$50 million Orbiting Astronomical Observatory-1 failed, dooming the mission to failure. Had the Space Shuttle been available, the defective satellite could have been rescued and repaired at a cost of a Shuttle launch—\$10.5 million—roughly one-fifth of the satellite's replacement cost.

The Shuttle also will make it pos-

sible to cut down on the cost of launching manned and unmanned spaceships into deep space or to the planets. It will eliminate the costly rocket boosters necessary to overcome Earth's gravity. The Shuttle could take up a spaceship system piece by piece and then haul up the engineering crew to put it together. It could transport the flight crew, if the mission is manned, and keep them on station until launch from Earth orbit. The same process could be used to construct and service large space bases housing scientists, engineers and technicians for a variety of scientific and industrial research projects and to survey and monitor the Earth's environment and resources.

An international flavor already has been assured for Space Shuttle missions. Occupying the huge cargo bay of the Orbiter on many flights will be Spacelab, a pressurized manned laboratory and an instrumented platform with instruments for experiments which must be exposed to the space environment. The laboratory, being designed and built at a cost of \$500 million by the 10 nations of the European Space Agency, will offer working space for four persons for up to 30 days, although nominal Spacelab missions probably will average one week. Spacelab personnel are in addition to the Orbiter's normal three-man flight crew.

The prime launch and landing site for Space Shuttle operations will be NASA's Kennedy Space Center in Florida. The space center was selected because of its existing launch facilities which were readily adaptable to Shuttle operations.

A shuttle landing runway is 15,000 feet long, 300 feet wide and has a 1,000-foot overrun at each end. Concrete thickness is 16 inches at the center, sloping to 15 inches on the sides.

In the Free World, the Orbiter runway is matched in length and width only by a strip at the NASA Hugh L. Dryden Flight Research Center/Edwards Air Force Base in California's Mojave Desert.

The runway is roughly twice as long and twice as wide as the run-of-the-mill commercial landing facility, although a number of domestic and foreign airports have landing strips far exceeding average dimensions.

The reshaping of the nation's Spaceport for its role in the Space Shuttle program should be completed in mid-1978 and delivery of the first Shuttle Orbiter to Kennedy Space Center is scheduled for the late summer of 1978. Orbital flights will commence the following year. **END**

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Will Airlines Go the Way of Our Railroads?

By JOHN E. ROBSON
Chairman of the Civil Aeronautics Board

THE railroad story is not a happy one. Rail passenger service has been almost completely nationalized and a big chunk of the Northeast railroads is semi-nationalized.

Will the airlines end up like the railroads? They could, but needn't.

It might seem ridiculous to suggest that the fate of the railroads could befall the airlines. While railroading is widely perceived as an old-fashioned, lethargic industry, the airlines have been thought of as a modern, progressive, "growth" industry. But their luster has dimmed in recent years, as it has become apparent that all is not well beneath their sleek exteriors. Some signs of difficulties:

- Four of the nation's six largest airlines have had recent close calls with insolvency.
- The scheduled airline industry operated at a deficit of \$84 million in 1975. During the 1970's, return on investment for the airlines has averaged only 3.9 per cent a year.



Robson

- Total traffic on U. S. scheduled airlines has grown only 2.8 per cent a year during the first six years of the 1970's, less than a quarter of the previous prevailing growth rate.
- The slowdown in traffic growth has caused lay-offs and declines in employment. More than 10,000 employees were furloughed during the recent recession, and total employment on the scheduled airlines is 20,000 below its peak in 1973.
- Airline productivity, the measure of the industry's efficiency and innovation, has grown only 4.0 per

cent a year during the 70's, only half its historical rate of growth.

- Costs have risen about 40 per cent above their level at the start of this decade. Prior to this, costs had remained steady or dropped.

Since each of these symptoms was a hallmark of the railroad industry's earlier decline, their appearance in the airline industry led to questions: Are these symptoms chronic? Or are they the temporary result of a uniquely difficult period the airlines faced in the early 70's?

Heading into this decade, the airlines were experiencing traffic growth of about 15 per cent a year. Expecting it to continue, they ordered large numbers of new planes, many of them huge and expensive jumbo jets. Most of the airlines felt compelled by competition among themselves to switch over rapidly to these jumbo jets. Five consecutive years of high earnings in the mid-1960's enabled the carriers to finance these unusually large additions to their fleets.

But as delivery of these new planes started in the

(Continued on page 42)

By Charles C. Tillinghast, Jr.
Ex-Chairman, Chief Executive Officer, TWA

GIVEN Chairman Robson's observation some months back that "the worst thing that could happen to the airlines is that they go down the same bumpy track the railroads have traveled," I'm not sure that his views and mine are all that far apart on the basic question of what it takes to maintain a viable, scheduled air transportation system to meet the public need.

I am quite certain, however, that it is pure nonsense to expect that greater competition will produce any better result for the airlines than it did for the railroads. Even as we spend federal funds trying to reduce excess competition between railroads in order to provide economic rail service for consumers, there are

those who pretend that this same kind of competition among airlines will produce more, better and cheaper service. Far from producing these desirable results, adoption by the Congress of a proposal for open skies under which there would be a real free-for-all among air carriers would ultimately bring about a concentra-

tion of the industry and, perhaps, nationalization.

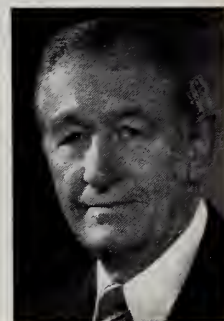
While the airline industry seems to be making a remarkable recovery from yet another severe economic illness, our basic problem today remains the same as in the past—inadequate earnings. What the airlines desperately need is a string of profitable years. Without a strong economy and the fare increases necessary to keep up with inflation, particularly as it affects our two major costs—fuel and labor—such years won't be possible.

By 1985, an important part of our fleet—the 707's—will have become inefficient and economically obsolete. Whether they will be environmentally acceptable is questionable. TWA will need to replace its aging jets in the interests of economy and environmental compatibility. TWA will have to purchase approximately 100 new jets at a cost of roughly \$2 billion, but how is such a sum to be raised? Obviously, without substantial profits it will be impossible, for traditional lenders have made it clear that they have no desire for future loans to airlines until they've demonstrated an ability to earn solid and consistent profits.

The task of restoring the financial health of this industry, a task incidentally that hasn't been accomplished for the railroads, is clouded by the threat of deregulation—also known as re-regulation and regulatory reform—which has received much attention in the past year and will be on the calendar in the 95th Congress.

The airlines, like the railroads, have been conceived as occupying a middle ground between the monopoly

(Continued on page 42)



Tillinghast

Viewpoint

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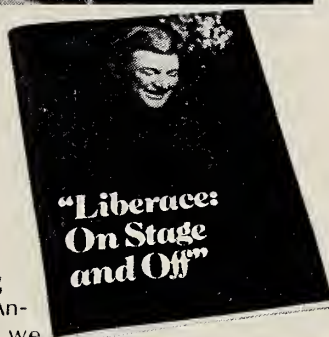
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America's Silent Epidemic



Monday, February 6, 1976. Quitting time had come and gone in the cafeteria where Gary Kaminski worked as a fry cook. The 22-year-old Univ. of Nebraska student was hurrying to leave. Draining scalding grease from a deep fryer into a two and one-half gallon stainless container, he ignored the 485-degree temperature. Quickly he wrapped the caldron's handles with rags, lifted it and headed for the disposal point. Suddenly, the container slipped from his grasp, clattering across the tiled floor and spewing grease over the hallway. Off balance, Kaminski sprawled headlong into the searing pool.

For the next 27 days, he was cloistered in a local burn unit recovering from second and third degree burns which blistered his palms, arms, chest and legs.

Monday, June 28, 1976. Five Army National Guardsmen prepared for a day of range firing of a 155mm self-propelled howitzer during field training at Camp Guernsey, WY. All were in the gun's armored crew cabin when the first round was detonated. The breech malfunctioned. Hot gasses flooded the cabin, blowing personnel from the back of the weapon. All were airlifted to a nearby hospital for treatment of first, second and third degree burns.

Sunday, Aug. 29, 1976. Later it

would appear that a carelessly discarded match or cigaret was to blame for the blaze which raged through the year-old, three-story Kappa Sigma fraternity house near the Baker Univ. campus in Baldwin, KS. Occupants fled as best they could. Some jumped from top-story windows. Five, however, did not escape. The state fire marshal reported afterward that the five, ranging in age from 19 to 22, were trapped because the house did not have adequate avenues of escape. A fraternity spokesman lamented: "We never thought a fire would go that fast."

Sunday, September 19, 1976. A Lincoln, NE, man and his 13-year-old daughter smelled gasoline fumes in their home and began to investigate. They traced the odor to the garage where fumes apparently were escaping from the family automobile. For some reason, the pair moved on to the basement, leaving a door connecting the garage open behind them. Fumes seeped into the basement, and were ignited by the pilot light of the water heater. The blast cracked the ceiling in an upstairs bedroom and loosened the house's exterior brick facing. The basement was gutted by fire, and father and daughter were rushed to a local burn-treatment facility with first, second and third degree burns.

Isolated cases? Hardly! Within the

next year, at a rate of more than 200 per hour, 2 million Americans at work and at play will become burn victims. Their wounds will be inflicted by everything from Fourth of July fireworks to gasoline to macaroni and cheese simmering on the kitchen stove. Yet, unless these accidents strike us, our families or our friends, they will remain little more than items in our neighborhood newspapers. In fact, burns today are so pervasive that they have become America's "silent epidemic."

The Galveston, TX, physician who coined that phrase is Dr. Duane L. Larson, chief-of-staff of the renowned Shriners Burn Institute.

"Twelve thousand persons die from burns each year—half of them children," Dr. Larson reports. "That figure becomes even more startling when you consider this: the estimated number of children who died or were crippled from burns in 1969 alone was greater than the total number of fatal or crippling cases of polio during 1954—the peak year of that epidemic."

Burns can happen anywhere, but some states tend to have more each year than do others. Dr. Larson calls these—Texas, Louisiana, Mississippi and Florida—the "burn belt." Those four states register more burns annually than regions of considerably greater population. Why? At least

The Peace After Yorktown

Negotiations with beaten British were not easy

ASK THE average American which battle ended the Revolutionary War and he'll probably say Yorktown where George Washington and the Continental Army (with the help of French troops and ships) forced Lord Cornwallis' surrender.

But Yorktown did not end the war nor win the peace, since the British still held much of America. Peace and independence required yet another brilliant American victory, this one at the conference tables of Europe.

In that contest, three Americans—the venerable Benjamin Franklin; a sharp New York congressman and lawyer, John Jay, and one of the Revolution's leading philosophers, John Adams—outwitted the seasoned diplomats not only of Britain but also of France, Spain and The Netherlands.

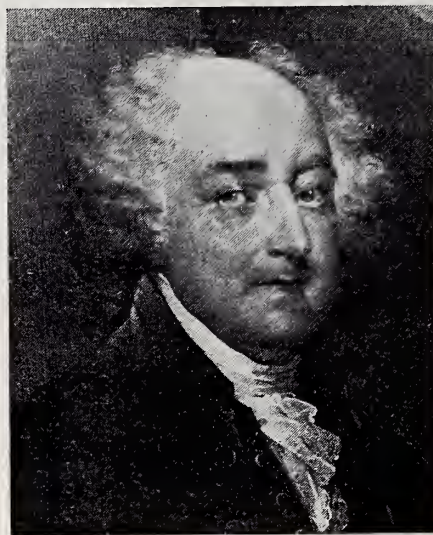
They thwarted plans to relieve America of the territory between the Alleghenies and the Mississippi, to prevent citizens from fishing off the Grand Banks, to force to repay dispossessed Tories, and, worst of all, to saddle it with a halfway independence that existed only at the whim of the Great Powers. And they did this against heavy odds.

To Americans now as well as then, the Revolutionary War was a glorious struggle for freedom. To every other nation that mattered in those days, it was only part of a much larger struggle—and not the most important part, either. The way most of the civilized world saw it, Britain and France were the main belligerents. They were contending worldwide to see which would end up the strongest, most dominant, most prosperous nation. Even before the Revolutionary War broke out, they were vying with each other in India, Africa, the Caribbean—and on the seas. And the British were winning.

The American Revolution provided France a splendid opportunity to even the odds. As soon as she saw it was a serious business (the American victory over Burgoyne at Saratoga was proof enough) she sided with the rebels and started shipping them arms and cash. A formal treaty between France and the fledgling United States came Feb. 6, 1778, in Paris, negotiated by Franklin and France's Foreign Minister, the Comte de Vergennes.

A year later, France persuaded Spain to join the struggle, promising to help her get Gibraltar, Minorca, Florida and most of the land west of the Alleghenies. Spain declared war on England in April 1779. After carefully calculating the tide of events, so did The Netherlands.

As powerful as Britain was, it was obvious she could not hold off this phalanx of opponents indefinitely. There had to be a settlement or bankruptcy for all. But the fighting continued through 1779, as the war-



John Jay

weary antagonists attempted to improve their bargaining positions.

By 1780, the trickle of peace feelers turned into a torrent. Britain's will and ability to fight were seriously eroded.

Congress appointed John Adams to superintend American interests. The French weren't pleased. Foreign Minister Vergennes wanted to control negotiations and he knew Adams was no puppet.

In June 1781, Vergennes instructed his ambassador to the United States, the Chevalier la Luzerne, to manipulate Congress into appointing a docile, pliable peace mission that would neutralize the stubborn Adams.

Congress was a pushover for Luzerne. It believed his noble talk about the sanctity of American ideals. It added four men to the peace mission: Jefferson and Franklin (both known French sympathizers), Jay (then U.S. ambassador

to Spain) and Henry Laurens, a past president of Congress.

But Vergennes was not satisfied. He told Luzerne to convince Congress to order the American delegation to consult with the French government and follow its lead.

This was the world situation when Cornwallis surrendered on Oct. 19, 1781. Lord North, the British Prime Minister, took the news of Yorktown "as he would have taken a ball in his breast."

"Oh God," said North, again and again, "it is all over."

But it was far from over. The British still held New York City, Charleston, Savannah, Wilmington and six different outposts in the old Northwest (now the upper midwest), not to mention Canada and the West Indies. Washington's underpaid army had no chance of dislodging them. France had other fish to fry.

Yorktown's greatest impact was on British public opinion. Five months later, the King finally bowed to public opinion and let North resign. The new Prime Minister was Lord Rockingham, an ardent peace advocate, a pro-American. His election was a bitter pill for George III.

In Paris, Franklin had often been approached by North's unofficial emissaries who offered peerages and substantial pensions to leading patriots—but not independence. North had been willing to give America everything, except the one issue for which it was fighting.

Rockingham had other ideas. He was willing to convince the King to grant independence—if that meant reconciliation between Britain and her American colonies, or at least the destruction of the French-American alliance. Rockingham took the one step his predecessor had rejected: he sent a man to Paris to treat with the Americans officially.

That man was Richard Oswald, a former Scottish merchant now in his 80's, known as a liberal and an American sympathizer. In touch with the most enlightened ideas of his time, Oswald had predicted that the United States might have 80 million people by 1860 and that Great Britain might need its friendship. (Actually, the United States had 31 million people by then, still about ten times its 1780 population.)

On April 12, 1782, Oswald called on Benjamin Franklin in Paris.

The other U.S. commissioners weren't available. Jay was still representing the United States in Spain; Adams was in The Netherlands attempting to secure a loan; Laurens had been captured by the British en route to Europe and was being held in the Tower of London, and Jefferson had stayed in America.

On the very day Oswald met Franklin, the British scored a surprising naval victory and greatly strengthened their bargaining power. Since Yorktown, Admiral de Grasse and the French fleet (the same ships that had helped trap Cornwallis) had been picking off British islands in the West Indies almost without opposition and itching to meet the British.

While Franklin and Oswald were exchanging handshakes, de Grasse was getting his wish—and wishing he hadn't. He lost when he attempted to seize Jamaica and was routed by Adm. Sir George Rodney. De Grasse was captured. Of course, the news did not reach London for weeks.

Franklin took Oswald to Versailles, to meet Vergennes. Franklin told the French Foreign Minister what he wanted to hear. To Oswald, though, he privately made it clear that he was ready for secret negotiations.

Franklin entrusted Oswald with a memo that would have caused much trouble, had Vergennes seen it. It involved Canada.

"In the mind of the people in general," Franklin wrote, "would it not have an excellent effect if Britain should voluntarily offer to give up this province, though on these conditions: that she shall, in all times coming, have and enjoy the right of free trade . . . unencumbered with any duties . . . that so much of the vacant lands there shall be sold as will raise a sum sufficient to pay for the houses burnt by the British . . . and also indemnify the royalists for the confiscation of their estates?"

The British negotiator took the proposition back to the cabinet. He returned to tell Franklin that Rockingham did not seem "very averse."

Circumstances, however, conspired to prevent Franklin from obtaining Canada for the United States. First was John Jay's arrival in Paris on June 23. Jay's two years in Spain convinced him that King Charles III was willing to take anything Spain could get from America, while giving little or nothing. He knew the Spanish coveted the U.S. west and Gibraltar. He was sure they were



looking around for a likely candidate to sell out to Britain. The newborn United States seemed a good choice. Jay was also certain that France would do anything to prevent Spain from switching sides. Jay didn't trust Spain, France or England.

The second event to upset Franklin's Canadian apple cart was the sudden death of Lord Rockingham. The King grudgingly accepted Lord Shelburne as the new Prime Minister. The shakeup further delayed negotiations. It also put into office a man committed to peace and to some formal tie between England and America—not independence.

Oswald and Franklin resumed their conversations and Franklin presented a written proposal. It was divided into "necessary" and "advisable" articles.

The necessary articles asked "a full and compleat independence of the 13 states," minus all British troops; moving Canadian boundaries back north from the Ohio River, "if not to a still more contracted state on an ancient footing;" freedom of

fishing "on the banks and elsewhere for both fish and whales."

The "advisable" articles, which Franklin recommended "as a friend," for the sake of future amity, began with compensating those whose homes and property were destroyed by the British or their Indian allies. He also recommended that Britain acknowledge her error in starting the war, that she establish reciprocal shipping privileges for the two countries, and that she cede Canada to the United States. Franklin still had his hopes.

Though Vergennes wasn't privy to what was happening between Franklin and Oswald, his many spies reported their intensive conversations. To reassert control, he sent a message to Congress via Luzerne. Congress already was considering replacing its negotiators, on the grounds that they weren't doing anything. James Madison beat back the attempt only with difficulty.

Vergennes also had his undersecretary, Joseph Rayneval, talk pri-

(Continued on page 38)

Washington

—And the Spanish Jackass

GEORGE WASHINGTON of course was “first in war, first in peace, and first in the hearts of his countrymen.” But he also was a first-class gentleman-farmer, a shrewd businessman and an innovator in war, politics, diplomacy and agriculture.

By the end of the 18th century, when iron agricultural implements were being introduced, it became imperative to have proper beasts of burden and draft. Oxen and horses were not completely efficient, especially if compared to the mule.

But to have good mules, a jackass to sire the mules was indispensable. It had to be a “blooded jack.”

Spanish jackasses, descendants of the donkeys brought into Europe by Arab armies in the 8th century, were famous for their breeding prowess, their strength, their docility, their frugal appetites and their resistance to disease. One became the famous “rucio” carrying Sancho Panza alongside Don Quixote on his “Rocinante” in their La Mancha adventures.

Washington in 1778 met a Havana merchant by the name of Don Juan de Miralles, who had become the first official Spanish representative to the Continental Congress. Miralles became a friend and an enthusiastic admirer of General Washington, visiting him regularly and talking at length about many different topics, agriculture included. He owned a cattle breeding farm near Havana.

One day their discussion turned to the merits of jackasses to breed good mules, and Mr. Miralles extolled the qualities of the Spanish jackasses, well-known by him because of his



Two Seldom Told Stories Observe Birthday Month of America's Most Celebrated Presidents



years as a merchant in Spain.

Washington speculated on their possible role at Mt. Vernon and Mr. Miralles offered to ask King Charles III of Spain for two Spanish jackasses as a gift.

But procrastination was a trademark of the Spanish government. Time dragged and in 1779 Miralles pleaded with the Spanish Prime Minister, Count Floridablanca, and with the influential Minister of the Indies, Josef de Galvez, to speed the shipment of two “garañones” or Spanish jackasses to General Washington, “. . . a man so memorable and who has acquired such a well deserved reputation.” He even appealed to the King when he learned that Spanish jackasses were considered so valuable that a “royal order” was needed before they could be sent abroad.

Miralles died in April 1780, at Morristown, NJ, while a guest there of General Washington. Francisco Rendon, his successor, renewed the plea in Madrid, but time rolled on. In 1785, Spain sent a new Plenipotentiary Minister to the United States, Diego Gardoqui, a wealthy Bilbao merchant who was aware of the promised Spanish jackasses. He stressed that his success in the United States might well hinge upon the delivery of the jackasses as soon as he arrived in New York City.

Finally, a royal order was issued
(Continued on page 44)

Lincoln

—And the Hawaiian Hero

THERE is a plaque beside the Kawaiahao church in downtown Honolulu honoring a brave Hawaiian, James Kekela, who was recognized by Abraham Lincoln.

A Honolulu-based non-denominational religious group sent Kekela in 1853 to pacify cannibal inhabitants of the Marquesas Islands, almost 1,000 miles north of Tahiti in the South Pacific. He stayed for 46 years on the lonely and remote island of Hiva Oa with only a few basic possessions, trying to persuade the Marquesans to change their life style.

Because Kekela and his family were Polynesians, related to the Marquesans, some of whom populated Hawaii from 600 to 800 AD, the cannibal tribes tolerated them. But the Marquesans had a fierce hatred for white men. South American slave-labor vessels, drunken seamen and whaleship harpooners had menaced the islanders.

The American whaling vessel, *Congress*, out of New Bedford, MA, dropped anchor in January 1864 in Puamau Bay. The *Congress* had been damaged in a storm and had to make repairs and obtain water and provisions. Seaman Jonathan Whalon was warned that the “islanders were cannibals” when he put out two longboats to trade with the natives. He was seized by the can-
(Continued on page 45)



YOU NEVER KNOW WHO YOU'LL MEET AT AN ARMY RESERVE MEETING.

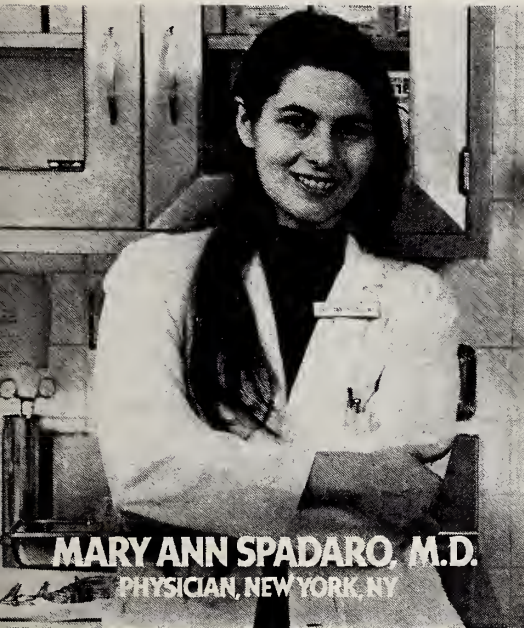
One thing is certain. The people will be from different backgrounds. And whether they're doctors, construction workers, or professors, they all have one thing in common — pride in their ability to do something worthwhile for their community and their country.

Army Reservists do important jobs and earn good pay. They spend 16 hours a month and two consecutive weeks a year learning to perfect those jobs.

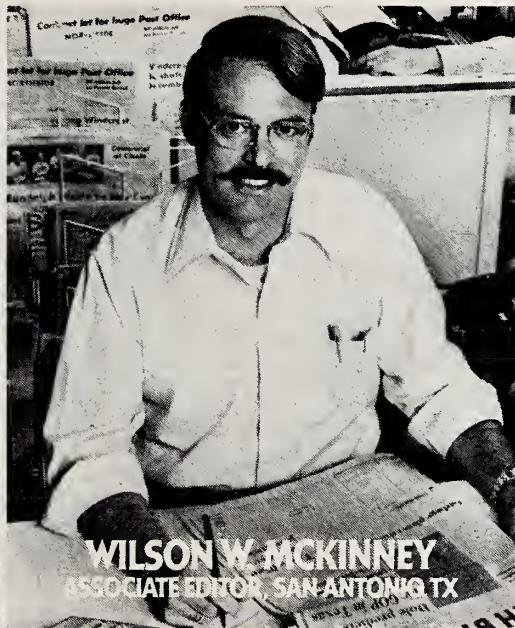
In addition to the satisfaction they get from serving their country, there's the added attraction of working with the hometown banker or seeing the judge smile.

There are lots of interesting people in the Army Reserve. Drop in and meet some of them today at your nearest Army Reserve center.

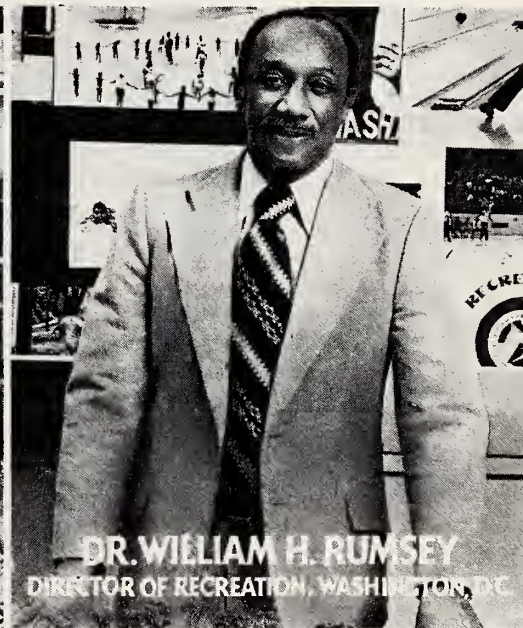
THE ARMY RESERVE. PART OF WHAT THEY EARN IS PRIDE.



MARY ANN SPADARO, M.D.
PHYSICIAN, NEW YORK, NY



WILSON W. MCKINNEY
ASSOCIATE EDITOR, SAN ANTONIO, TX



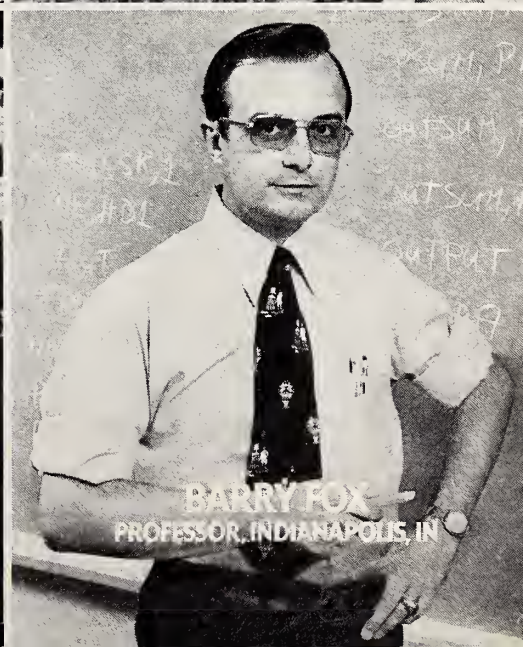
DR. WILLIAM H. RUMSEY
DIRECTOR OF RECREATION, WASHINGTON, D.C.



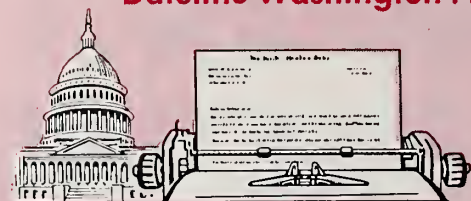
HON. ROBERT T. S. COLBY
DISTRICT JUDGE, ALEXANDRIA, VA



JAMES E. FERENZ
PLANT MANAGER, SAN JOSE, CA



BARRY FOX
PROFESSOR, INDIANAPOLIS, IN



GAS GUZZLERS GOING - - - 1977 IS ERA'S CRUCIAL YEAR. MANDATORY RETIREMENT TO END?

Gas guzzling autos are slowly driving out of style. The current year's models are averaging six percent better fuel economy--and a mile per gallon--than 1976 cars, according to the Environmental Protection Agency.

The 1977 automobiles, on an industry-wide basis, average 18.6 mpg of gasoline, somewhat exceeding the 18.0 mpg fuel economy standard for 1978 specified by a 1975 law on a fleet basis. Of all the major auto makers, only Ford and Chrysler failed to meet the 1978 standard in the current model year. By 1979, the auto manufacturers, both domestic and foreign, will have to improve the average gas mileage of all their cars to 19 mpg, and to 20 mpg by 1980.

The auto makers are conforming to the law by improving their engines, developing new engines and reducing the weight of new cars.

The stalled drive to get just four more states to ratify the Equal Rights Amendment has entered its crucial "do-or-die" phase this year, with proponents sounding a cautiously optimistic note following last November's elections. Many anti-ERA forces in seven states which have yet to ratify the amendment were defeated, thus making North and South Carolina, Nevada, Florida, Utah, Indiana and Illinois prime targets for the final push.

Thirty-four states have already approved the ERA and four more must do so before the Constitution is amended. Deadline for ratification is March 1979. But 1977 is the crucial year, according to Mary Brooks of the League of Women Voters, since most state legislatures meet only every other year.

Meanwhile, there have been moves in several states that have ratified to rescind approval of ERA.

A bipartisan move to end mandatory retirement of workers will be renewed this year in the new 95th Congress. It's reported that support for action is growing among legislators, who are cognizant that some

4.5 million citizens are forcibly retired each year. A recent poll found that 86 percent of the American people oppose mandatory retirement.

Under the proposal being introduced in this session of Congress, however, labor agreements which facilitate or even encourage early retirement would not be precluded.

PEOPLE & QUOTES

A PRESIDENTIAL SKILL

"The most important skill for any President is leadership. A national leader, to be effective, must have the ability to lead this country and the vision to know where it must be led." President Jimmy Carter.

SCIENTIST, BUT . . .

"We have learned that the scientist-advocate, on either side of such a debate, is likely to be more advocate than scientist. . . ." Phillip Handler, president, Nat'l Academy of Sciences.

NAVY LEADS

"I think the United States Navy maintains its position of maritime superiority, but only by a narrow margin." James Holloway, Chief of Naval Operations.

NOT WORTH A HOOT

"As measures of many important attributes of personality and character and talent, the tests (college boards) aren't worth a hoot—and never were intended to be." Dr. Harold Howe II, educator.

WORLD LIP SERVICE

"The only universality that one can honestly associate with the Universal Declaration on Human Rights is universal lip service." William W. Scranton, U.S. Delegate to the U.N.

THE PRESS SPEAKS

"The First Amendment guarantees freedom of the press, but it doesn't require people to read newspapers." Harold R. Lifvendahl, VP and Director of sales, Chicago Tribune.

U.S. FORTUNATE

"Those of us who have been fortunate enough to be born in the United States in the 20th century naturally take freedom for granted. . . ." Milton Friedman, Nobel economist.

SPECIAL INTERESTS

"Instead of the United States being run by a well-knit behind-the-scenes power group (as the conspiracy theorists would have it), it is whipsawed by a great multiplicity of special interests." John Gardner, chairman, Common Cause

A WATCHFUL EYE

"As Europeans, it is only too clear to us that we cannot remain indifferent to anything that happens in the United States in the matter of strategy, politics or the economy." Jacques Kosciusko-Morizet, French Ambassador.

CONSUMPTION BINGE

"Children born within the last 10 years will see the world consume most of its oil during their lifetime." Dr. M. King Hubbert, federal Geophysicist.

You can't be turned down for this Insurance if you're 50 to 80!



Here is a life insurance policy that can be yours for the asking if you inquire before February 28th. No ifs, ands, or buts! Not only is no physical examination required, but the policy is actually issued to you without a single health question!

PRIME LIFE 50 PLUS® is an individual life insurance policy that guarantees to accept every man and woman between 50 and 80 who applies during the guaranteed acceptance period—regardless of any other insurance carried.

PRIME LIFE 50 PLUS is underwritten by Colonial Penn Life Insurance Company of Philadelphia, Pennsylvania, specialists in serving the specific needs of America's older population. This protection is recommended to their members by two of America's highly respected national nonprofit organizations of the mature: the National Retired Teachers Association (NRTA) and the American Association of Retired Persons (AARP).

A Protection Breakthrough for Every Older Person!

PRIME LIFE 50 PLUS is a distinctive concept of life insurance, achieved as a result of the years of effort Colonial Penn has devoted to meeting the insurance needs of mature people.

Our goal was a life insurance policy we can make available to all mature people—a policy whose cost would be reasonable and whose benefits would be worthwhile. With PRIME LIFE 50 PLUS, the Colonial Penn Life Insurance Company has succeeded.

Here's How PRIME LIFE 50 PLUS Can Do This For You:

During the first two years that your policy is in effect, your coverage is reduced. If you should die during the first policy year, the benefit paid to your beneficiary is \$100. If death occurs during the second policy year, your beneficiary receives \$250. Once two years have passed, you are covered for the full face amount of the policy.

PRIME LIFE 50 PLUS enables the older person to obtain worthwhile benefits for his insurance dollar—and, at the same time, guarantees acceptance for all applicants.

PRIME LIFE 50 PLUS also provides increasing cash values which begin in the first or second year.

The cost? JUST \$6.95 A MONTH.

No matter what your age, your sex, or the condition of your health, you pay just \$6.95 a month. The amount of coverage you receive is based on your sex and age. However, once you are insured the amount of your insurance will never go down, and your payments will never go up!

Act Now—You Have Nothing to Lose!

To obtain full information on PRIME LIFE 50 PLUS in time to take advantage of this opportunity to become insured, please mail the coupon before February 28th.

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- * There is no physical examination!
- * This policy provides increasing cash values which begin in the first or second year!
- * Your insurance cannot be cancelled for any reason as long as you maintain your premium payments.
- * You get a policy which has been recommended to their members by both the National Retired Teachers Association and the American Association of Retired Persons!

REMEMBER—To take advantage of this guaranteed opportunity to obtain PRIME LIFE 50 PLUS without answering any questions about your health, please mail the coupon before Monday, February 28, 1977. Full information and your guaranteed issue application will be on their way to you at once by mail.

No broker or agent will visit you and you will be under no obligation to purchase the policy.

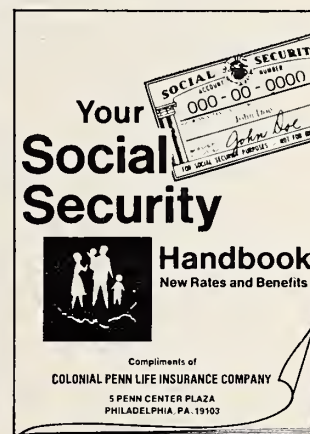
Even if you are not old enough for this insurance, you may want the information for another member of your family or for a friend.

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To introduce you to our PRIME LIFE 50 PLUS life insurance policy, we'll mail you "YOUR SOCIAL SECURITY HANDBOOK" absolutely FREE, whether you apply for the insurance or not.

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This offer is available in all states except: Ark.; Mich.; Mo.; N.J.; N.Y.; Pa.; D.C.; W.Va.; Fla.; Ill. and Ky.

Fla., Ill. & Mo. Residents: Although PRIME LIFE 50 PLUS is not available in your state, upon request Colonial Penn will send information about other life insurance available to you without health questions or a physical examination.

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I understand no salesmen or agents will call, and I will not be obligated in any way.

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Opposing Views by Congressmen on The Question . . .

Should Professional Sports

Applying the antitrust laws to professional sports would regulate only the business operations of the industry, not the sports or games themselves.

Exempting the sports business from the antitrust laws would have undesirable consequences.

Should the owners of the multi-billion dollar pro sports industry have a freedom to monopolize that no other American industry has?

Should employees in the pro sports industry be denied the same right to bargain freely with their employers that employees in every other private industry have?

Do sports fans want TV sports blackouts?

Do we want league-wide fixing of ticket prices?

Do we want the owners of existing NFL teams to decide that Memphis and Birmingham may not join the NFL, regardless of the proven support for football in those cities?

Do we want the owners of the Baltimore Orioles alone to keep an American League baseball team out of Washington, DC?

I believe that the answer to all of these preliminary questions is an unequivocal "No!" And I think most sports fans will agree.

But that is not the answer that the big moguls of the industry want. They want the right to operate pro sports as a business cartel, free of the ordinary rules of competition. They want to retain the right to "buy, sell and trade" employees as though they are pieces of property.

No doubt some businessmen in other industries would like the same freedom. But the law in the United States has been that competition—not monopolization—will be the rule. Competition has made American industry strong, and it has made the American standard of living the envy of the world.

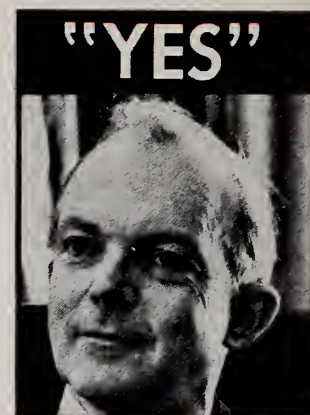
The antitrust laws express the American people's

profound disapproval of any group of businessmen being allowed to get together to substitute collusion and monopoly for competition and a free marketplace.

Certainly, in an economic system based on free enterprise, those who want to be exempt from the rule of competition have the burden of showing that an exemption is necessary. Merely saying that it is necessary is not enough. Furthermore, whenever an antitrust exemption has been granted (as in the case of utilities and public transportation, for example), the public has always insisted that the government—and not the industry itself—act to regulate the industry's business activities.

The owners of the pro sports industry have failed to demonstrate why they—unlike the rest of the entertainment industry—need an exemption from the rule of competition.

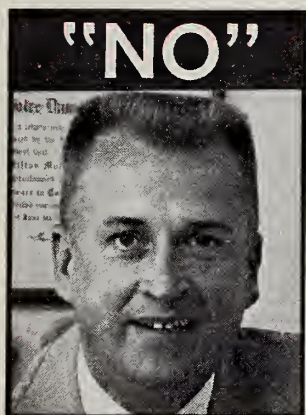
Until and unless they can justify an exemption, pro sports should be just as fully subject to the antitrust laws as all other industries.



Rep. John F. Seiberling
(D-OH)

If you wish to let your Congressman or one of your Senators know how you feel on this

Be Subject To Federal Antitrust Laws?



Rep. Ronald M. Mottl
(D-OH)

The role of professional sports in our society is manifold. They give communities pride and a rallying point when their team is a winner. They set a standard of excellence for our youth to emulate. They give skilled athletes the opportunity to showcase their talents. But, the primary role of professional sports should be

to provide the best possible entertainment at the lowest possible price so the greatest possible number of fans can afford to buy tickets. And baseball stands head and shoulders above football, basketball and hockey in meeting this primary challenge.

Perhaps it is coincidental, but baseball is the only professional sport exempt from antitrust laws. I submit that if football, basketball and hockey were exempted, perhaps they too could better serve the average fan by lowering their admission prices.

Now, I am not about to argue that baseball is more enjoyable than football, basketball or hockey. It's conjecture whether Carlton Fisk's dramatic home run in the 1975 World Series was more exciting than Lynn Swann's spectacular receptions in Super Bowl X or John Havlicek's unbelievable game-tying shot in the fifth game of the NBA 1976 play-offs. But what is not conjecture is how much it costs the fan to witness great moments in sports history. And that is where baseball leads the way. The average ticket price for major league baseball during 1976 was an anti-inflationary \$3.45. By comparison, the average pro football ticket price this year is \$8.89, the average NBA ticket \$6.12, and pro

hockey tickets average \$7.71 apiece. Furthermore, baseball provides millions of free admissions to honor students, boy scouts and girl scouts, little leaguers and underprivileged children.

One of the main reasons for antitrust laws is to prevent excessive prices to the public. It is incumbent upon us to provide the consumer the best product we can at the lowest price. Of the major professional sports, baseball does the best job. I can't sympathize with baseball owners who complain the average club has been losing about \$80,000-a-year during the past decade. They know, as I do, that the market value of their franchise increased by much more than their losses during that period. But I do sympathize with the paying fan who is a victim of exorbitant ticket prices by the antitrust regulated football, basketball and hockey empires.

Baseball has operated effectively without restraints in the past and I see no reason to shackle our national pastime now, simply for the sake of change. Even the oft-criticized reserve clause received at least inherent support of the players in the recently-approved player contract. It's time for a change all right. A positive change for Joe Fan. And removing baseball from antitrust exemption is not the change the fan needs.

Ronald M. Mottl



I have read in The American Legion Magazine for February the arguments in PRO & CON: "Should Professional Sports Be Subject To Federal Antitrust Laws?"

IN MY OPINION THE ANSWER TO THIS QUESTION IS:

YES ☐ NO ☐

ADDRESS _____

SIGNED _____

TOWN _____ STATE _____

issue, fill out the "ballot" and mail it to him. ➔

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

'Gibraltar of the Gulf'



Massive walls of Fort Jefferson and coral-strewn waters of Gulf of Mexico guard America's most inaccessible national monument

FROM THE TIP of Florida, an emerald-like chain of reef islands trails westward into the Gulf of Mexico. Most visitors to these keys stop at the southernmost point in the continental United States, Key West. More adventuresome travelers continue by private boat or amphibian plane to a cluster of coral outcroppings known as the Dry Tortugas or "the Gibraltar of the Gulf of Mexico."

Over 500 years ago Ponce de León discovered these islets. Noting an abundance of loggerhead and green turtles in the surrounding waters, he named the keys *Las Tortugas* or the turtles. Later, when he discovered there was no potable water on the islands, he added the word "dry" to the original name. Today, although wind and sea have eroded away four of these coral caps, the seven remaining islands are still known as the Dry Tortugas, and on Garden Key a traveler may visit America's most inaccessible national monument, Fort Jefferson.

Treasure-laden galleons of Spain once made regular runs past the Dry Tortugas and the bits of coral be-

came hideouts for pirates and thugs. It was not until two years after Florida came into the Union in 1821 that the government sent Commodore David Porter to clear the area of pirates so American ships could be assured safe passage. The pirates' heavy craft were no match for Porter's shallow-draft boats and he and his squadron pursued the brigands until they were captured or until they fled to Cuba or the West Indies. Porter's actions against the pirates paved the way for a lighthouse on Garden Key in 1825.

Military experts quickly recognized that a fortress in the Tortugas could control navigation in the Gulf of Mexico. Commercial ships from the Mississippi Valley sailed through the Gulf en route to the Atlantic Ocean, and this sea trade was on the upswing. The government also realized that if an enemy seized control of the Tortugas it could stop this commerce.

The memory of the British attack on New Orleans was still vivid and England's development of her West Indies possessions worried many. Others asked: Was trouble brewing

in Cuba? Would Texas form an alliance with France? With England? Washington did not want to allow unwelcome Europeans a foothold on the Gulf coast. So, the United States government decided to build a fort on Garden Key in the Dry Tortugas as the largest link in a chain of coastal defenses stretching from Maine to Texas.

The Army Corps of Engineers planned Fort Jefferson on Garden Key, but construction did not begin until 1846. Artisans from the north and slave labor from Key West built the fort. The dimensions were massive. Fort Jefferson was to be the largest of the 19th century coastal forts in America. Millions of bricks went into the construction of the eight-foot thick walls, and huge slate squares shipped from New England were used to form the floors.

Work went on and on, year in and year out. Once the War Between the States began, the fort became a military prison mainly for Union army deserters. In many cases these prisoners replaced slaves in the labor force, but some slaves continued working on the fort until they were

emancipated by President Lincoln in 1863. The fort was built in three tiers and the middle tier was partitioned to house prisoners. Soldiers in the guard station refused to live on the same physical level with the prisoners, so the guard station was raised a few inches above the prison cells.

Some historians say that no shots were ever fired from Fort Jefferson, but others disagree. Although the fort wasn't then completed, federal troops occupied it in 1861. In addition to readying the fort as a prison, the occupancy was ordered to prevent Florida secessionists from taking it over. It is possible that Fort Jefferson may have fired a few warning shots at Confederate privateers, but its battery of almost 100 cannon saw no real action.

Fort Jefferson could accommodate 1,500 men, but the average garrison numbered 500. Its most famous prisoners were a group of men convicted of conspiracy in the assassination of President Lincoln. The group included Michael O'Loughlin, Samuel Arnold and Edward Spangler.

Dr. Samuel A. Mudd, wrongly convicted as a Lincoln conspirator, also served time at Fort Jefferson. Dr. Mudd was unaware that President Lincoln had been shot when he set the leg of John Wilkes Booth. Only later did he learn that Booth was a fugitive from justice. But Dr. Mudd was convicted of conspiracy and sentenced to a lifetime of hard labor in prison.

He made four attempts to escape during his confinement at Fort Jefferson. Once he hid inside the barrel of a cannon on a visiting vessel. Twice he hid under a ship's floorboards. And in another bid for freedom he secreted himself in a lifeboat. Each time, officers dragged him back to his cell to finish out his sentence.

In August 1867, yellow fever raged through the Tortugas. Of the 300 men living there, 270 died. Dr. Mudd volunteered his services, and he and Dr. Daniel Whitehurst from Key West worked around the clock to relieve suffering. When the fever outbreak ended, the survivors petitioned President Andrew Johnson to pardon Dr. Mudd, citing bravery beyond the call of duty. Two years later Dr. Mudd did receive a Presidential pardon, but it came about mostly through relentless efforts of his family rather than as a result of the grateful prisoners' petition.

Little important work was done on the fort after the Civil War. The Corps of Engineers discovered that the foundations rested on sand and coral boulders, not on a solid coral



Visiting sailors inspect 19th central coastal battery

reef as they had believed. After 20 years of construction and use, the massive structure settled and the walls had begun to crack.

In 1874, the army abandoned the fort, but in the 1880's the navy began to use Garden Key and Fort Jefferson as a base. The battleship *Maine* sailed from Tortugas Harbor to be blown up in Havana Harbor in 1898.

In the early part of the 20th century, the navy used the fort as a wireless station. During World War I it housed a seaplane base.

In the 1930's, the U.S. Department of the Interior took over the management of "The Gibraltar of the Gulf" and it became a National Monument. Its natural resources were for the most part unmolested. Shells, coral, tropical fish, turtles and their nests may not be disturbed or collected within the monument.

The combination of great amounts of light and warm water work together to produce coral reefs in the shallow waters at the edge of offshore tropical islands. These reefs in the Fort Jefferson area support complex marine life. Snorkeling and scuba diving are excellent. Even a beginner can identify sea fans swaying in the underwater currents, sea anemones, lobster, sponges. Indiscriminate hunting greatly diminished the sea turtle population, but thousands of hatchling greens have been released on the beaches at Fort Jefferson in an effort to rebuild the population.

Small fish abound in Fort Jefferson waters, as do amberjack, grouper, wahoo and tarpon. Shark and barracuda also are frequent visitors.

Each year between April and September sooty terns gather on Bush Key in the Tortugas for their nesting season. The adult terns winter in the Gulf of Mexico and the Caribbean Sea, while the young leave their parents and fly some 9,000 miles to the coast of West Africa. They do not return to the Tortugas until at least their fourth summer, when they begin their own nesting.

Frigate birds in large numbers also arrive at the Dry Tortugas in summer. With a wingspan of almost seven feet, these birds soar like graceful black kites in the updrafts above the Keys. Sometimes they prey on the terns, stealing an egg here and there, but for the most part the frigate birds feed on fresh fish from the sea.

Fort Jefferson is America's most inaccessible National Monument, but a visit is well worth the effort. The Chambers of Commerce in Marathon, FL and Key West can provide information on charter boat or amphibious air transportation to the monument. Supplies and gasoline are *not* available at the Fort, nor are overnight accommodations. Camping is permitted on Garden Key in a picnic area complete with charcoal grills, picnic tables, electric lights and salt-water restrooms. Camping and living aboard boats in monument waters is limited to one 14-day stay from Dec. 1 to March 31 or from May 15 to Sept. 1.

Dorothy Francis



"If I believed in reincarnation would I still be here?"

THE AMERICAN LEGION MAGAZINE

Veterans Newsletter



VA TO PAY RECORD \$403.4 MILLION IN INSURANCE DIVIDENDS: A record \$403.4 million in insurance dividends, or \$26.6 million more than in 1976, will be paid to more than 4,100,000 veterans holding one of three types of insurance, Veterans Administration announced...Dividends will be mailed on policy anniversary dates...Some 3.5 million WW II veterans will receive \$368.1 million, or average \$104 each...An estimated 114,300 WW I veterans will receive \$23.1 million, or average of \$202 each, while more than 550,000 Korean era veterans will get \$12.1 million, or average of \$22 each, VA says...Dividends will be paid on U.S. Government Life Insurance, National Service Life Insurance and Veterans Special Life Insurance policies.

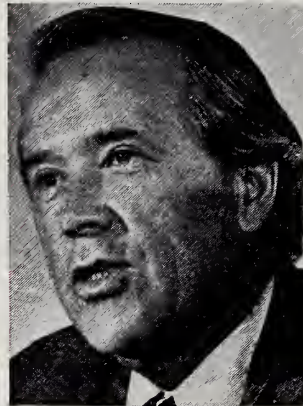
MILITARY EXCHANGE, COMMISSARY PRIVILEGES MODIFIED FOR BLIND, SEVERELY DISABLED VETERANS, DEPENDENTS: Defense Department now allows blind, other severely disabled veterans and/or dependents who are authorized exchange, commissary privileges to have person of their choice accompany them while shopping, or shop for them unaccompanied...Person selected need not have own privileges...Implementing instructions, guidance available from separate military departments.

CONGRESSIONAL COMMITTEE SAYS MEN MISSING IN VIETNAM MUST BE DEAD—LEAGUE OF FAMILIES CALLS REPORT WHITEWASH, URGES CARTER TO PURSUE NEGOTIATIONS FURTHER: After 15-month investigation, House Select Committee on Missing Persons in Southeast Asia in final report said it found no evidence any of the 751 servicemen unaccounted for are alive...Committee asked Defense Department to resume case reviews to determine whether to classify MIA as presumed dead...National League of Families of American Prisoners and Missing in Southeast Asia refuted the final report calling it "an incomplete, incompetent whitewash of the entire POW/MIA issue"...League says findings will make it more difficult to obtain information from Indochina government officials...Urged President Carter to establish a special commission to work out an honorable solution to the problem and also pursue direct negotiations with governments involved...League asked Carter not to declare POWs and MIAs dead prior to receiving full information on all the missing men.

FOREIGN POST DEVELOPMENT COMMITTEE NAMED: Immediate Past Legion National Commander Harry G. Wiles was named chairman

of a Foreign Post Development Committee which will report directly to National Commander William J. Rogers...Members of ad hoc committee are: Dan C. McDonough (Alaska); Daniel S. Campbell (France); Helmut Spangenthal, West Germany (France); R. H. (Bob) Winkler, West Germany (France); Gordon A. Ballantyne (Mexico); Wallace C. S. Young (Hawaii); Harry G. Mantzouranis, Greece (Italy), and Gilbert M. Font (Puerto Rico).

SENATOR JACKSON, MRS. BIRCH BAYH WIN HIGH LEGION AWARDS:



Sen. Henry M. Jackson (D-WA) has been selected to receive the 1976 American Legion Award for Distinguished Service, while Mrs. Marvella Bayh was awarded a National Commander's Citation...Awards were to be presented during the Legion's 17th Annual Washington Conference, Feb 20-23...Sen. Jackson is honored for 36 years of distinguished service as a member of Congress, including six terms in the House and now serving his fifth term as Senator...Mrs. Bayh, wife of Indiana Senator Birch Bayh, is honored for her unselfish devotion to the humanitarian cause of eliminating cancer...She is a former cancer patient, a former president of the Legion Auxiliary's

Girls Nation and past honorary national chairman of the American Cancer Society...The National Commander's Banquet, honoring members of Congress, will be held Feb. 22.

LEGION OPPOSES POSTAL CHANGES: The American Legion says the U.S. Postal Service realignment program underway is direct violation of both Veterans Preference Act of 1944 and Veterans Adjustment Act of 1966, which guarantee certain veterans employment rights...National Commander William J. Rogers wrote Postmaster General Benjamin F. Bailar asking that all personnel actions under realignment program be stopped or rescinded pointing out new regulations do not provide for adequate veterans rights.

American Legion Life Insurance

These days it's reassuring to know your American Legion Life Insurance Plan keeps pace with the increasing insurance needs of thousands of Legionnaires and their families.

Eligible Legionnaires may add to their insurance estates with up to 6 units of life insurance. Benefits may be continued for life and the cost per unit is \$24 a year. Eligible Legionnaires under age 30 may apply for up to \$60,000 in benefits for \$144 a year.

But now there's more good news! Benefits for deaths occurring in 1977 have been increased 10% . . . up to \$66,000 for the under 30 Legion-

naire . . . at no additional cost. To enroll you must be a Legion Member in good standing, under age 70 and be able to meet the underwriting requirements of the Insurance Company.

There's no better way to provide your loved ones with the security they need and deserve than to add to your insurance estate. For benefits and rates, see the chart below.

Then, fill out and mail the Enrollment Card below along with your check or money order for the amount of coverage you select.

Benefits & Premiums—Annual Renewable Term Insurance (Policy Form GPC-5700-374)						
Benefits determined by age at death and include the 10% SPECIAL INCREASE for deaths occurring during 1977. Maximum coverage limited to 6 Units.						
Age at Death	6 Units	5 Units	4 Units	3 Units	2 Units	1 Unit
Through age 29	\$66,000	\$55,000	\$44,000	\$33,000	\$22,000	\$11,000
30-34	52,800	44,000	35,200	26,400	17,600	8,800
35-44	29,700	24,750	19,800	14,850	9,900	4,950
45-54	14,520	12,100	9,680	7,260	4,840	2,420
55-59	7,920	6,600	5,280	3,960	2,640	1,320
60-64	5,280	4,400	3,520	2,640	1,760	880
65-69	3,300	2,750	2,200	1,650	1,100	550
70-74	2,178	1,815	1,452	1,089	726	363
75-over	1,650	1,375	1,100	825	550	275
Prorated Premium*	\$120	\$100	\$80	\$60	\$40	\$20

DEATH BENEFIT: When an insured Legionnaire dies, the beneficiary receives a lump sum payment once proof of death is received by the Insurance Company.

EXCLUSIONS: No benefit is payable for death as a result of war or an act of war, if the cause of death occurs while serving, or within six months after termination of service, in the military, naval or air forces of any country or combination of countries.

INCONTESTABILITY: Your coverage shall be incontestable after it has been in force during your lifetime for two years from its effective date.

***PRORATED PREMIUM** shown provides protection throughout 1977 and assumes your completed Enrollment Card will be received by the Administrator (and approved) during February with coverage effective March 1, 1977. If your Enrollment is not approved your money will be refunded. Prorated premiums for applications received in March will be \$18 per Unit.

EFFECTIVE DATE: Insurance becomes effective on the first day of the month coinciding with or next following the date the member's enrollment card is received in the office of the Administrator, subject to Insurance Company approval. Insurance may be maintained in force by payment of premiums when due.

IF YOU LIVE in FL, IL, NJ, NY, NC, OH, PR, TX, or WI send for special card. Applications and benefits vary slightly in some areas.



OFFICIAL
AMERICAN
LEGION
LIFE
INSURANCE
PLAN

MAIL TO:

The American Legion
Life Insurance Plan,
P.O. Box 5609,
Chicago, Ill. 60680

Application Subject to Underwriter's Approval

NOTICE OF DISCLOSURE OF INFORMATION

Information regarding your insurability will be treated as confidential except that Occidental Life Insurance Company of California may make a brief report to the Medical Information Bureau (M.I.B.), a non-profit membership organization of life insurance companies which operates an information exchange on behalf of its members. Upon request by another member insurance company to which you have applied for life or health insurance, or to which a claim is submitted, the M.I.B. will supply such company with the information it may have in its files.

Occidental may also release information in its file to its reinsurers and to other life insurance companies to which you may apply for life or health insurance, or to which a claim is submitted.

Upon receipt of a request from you, the M.I.B. will arrange disclosure of any information it may have in your file. Medical information will only be disclosed to your attending physician. If you question the accuracy of information in the Bureau's file you may seek correction in accordance with the procedures set forth in the Federal Fair Credit Reporting Act. The address of the Bureau's information office is P.O. Box 105, Essex Station, Boston, Mass. 02112; Phone (617) 426-3660.

ENROLLMENT CARD FOR YEARLY RENEWABLE TERM LIFE INSURANCE FOR MEMBERS OF THE AMERICAN LEGION

Full Name _____ Birth Date _____
Last First Middle Mo. Day Year

Permanent Residence _____
Street No. City State Zip

Name of Beneficiary _____ Relationship _____
Example: Print "Helen Louise Jones," Not "Mrs. H. L. Jones"

Membership Card No. _____ Year _____ Post No. _____ State _____

I apply for the amount of insurance indicated below. (check appropriate box or boxes).

6 Units ☐ 5 Units ☐ 4 Units ☐ 3 Units ☐ 2 Units ☐ 1 Unit ☐ 1/2 Unit ☐

The following representations shall form a basis for the Insurance Company's approval or rejection of this enrollment: Answer all questions.

1. Present occupation? _____ Are you now actively working?
Yes ☐ No ☐ If No, give reason _____
2. Have you been confined in a hospital within the last year? No ☐ Yes ☐ If Yes, give date, length of stay and cause _____
3. During the last five years, have you had heart disease, circulatory disease, kidney disease, liver disease, lung disease, diabetes, or cancer, or have you had or received treatment or medication for high blood pressure or alcoholism? No ☐ Yes ☐ If yes, give details _____

I represent that, to the best of my knowledge, all statements and answers recorded on this enrollment card are true and complete. I agree that this enrollment card shall be a part of any insurance granted upon it under the policy. I authorize any physician or other person who has attended or examined me, or who may attend or examine me, to disclose or to testify to any knowledge thus acquired.

Dated _____, 19____ Signature of Applicant _____

GMA-300-19 10-70 (Univ.)
The American Legion offers this insurance through Occidental Life Insurance Company of California. Home Office: Los Angeles 277

ACKNOWLEDGMENT AND AUTHORIZATION

I have received and read the Notice of Disclosure of Information at left. Further, I authorize any physician, medical practitioner, hospital, clinic, or other medical or medically related facility, insurance company, the Medical Information Bureau or other organization, institution or person having any records or knowledge of me or of my health to give Occidental Life Insurance Company of California any such information.

A photographic copy of this authorization shall be as valid as the original.

Dated _____, 19____ Signature of Applicant _____

☐ I apply for additional Legion Life Insurance. My present certificate number is _____

Henry Cabot Lodge On Legion UN Panel

Ambassador Henry Cabot Lodge, former U.S. envoy to the United Nations and a chief negotiator in the Vietnam peace talks in Paris, heads a group of distinguished Americans who will conduct an American Legion study of the U.S. role in the United Nations.

The action was pledged by National Commander William J. Rogers upon his election last August at the National Convention in Seattle.

Serving with Lodge will be Dr. Terry Sanford, president of Duke University and former governor of North Carolina; Dr. Frank O. Wilcox, director general of the Atlantic Council of the United States and a former Assistant Secretary of State for European Affairs, Past National Commander Joe L. Matthews of Texas; Henry B. King, president of the United States Brewers Association; Bernard R. Goldberg, president of American Distillers Corp.; Dr. Robert P. Foster, president of Northwest Missouri State University and chairman of the American Legion Foreign Relations Commission; Commission members Joseph Ellinwood, and J. Alvis Carver, and Col. Frank Brandstetter, a member of the American Legion Public Relations Commission. Foster and Goldberg will serve as co-chairmen.

In announcing the study group, Rogers noted that out-going Secretary of State Henry Kissinger pledged the full cooperation of the State Department. He said he is confident this same cooperation will be offered by Secretary of State Cyrus Vance.

Reiterating the pledge in his Seattle acceptance speech, Rogers said the inquiry is not designed to make jingoistic demands that the United States quit the UN, or that the UN quit American shores. But he noted deep concern among Legionnaires and other Americans that the UN is not demonstrating progress and that the United States continues to carry a disproportionate share of the organization's financial burden.

"What we earnestly hope," Rogers said, "is that our objective reappraisal will help rekindle the dreams of Lake Success and San Francisco. What Legionnaires want is a true international forum for peace and opportunity."

It is anticipated that the Legion panel will examine the political, economic and peace-keeping implications of U.S. participation. Special attention will be paid U.S. relationships with non-aligned and so-called Third World countries within the organization.

Rogers said he hopes members of the panel will have an opportunity to meet with Rep. Andrew Young, D-Ga., President Carter's choice for new U.S. Ambassador to the UN, and possibly with Kurt Waldheim of Austria, secretary general of the world organization.

"The panel's primary objective," Rogers said, "is to recommend the proper role for the United States in the United Nations. I look forward to a constructive, substantive report. The panel is composed of distinguished Americans who represent a diversity of political experience, a keen knowledge of national and international economics and share a common dedication to the best interests of America."

Lodge served as U.S. ambassador to the United Nations under President Eisenhower from 1953 to 1960 when he was the unsuccessful Republican candidate for vice president. Before going to the UN, Lodge served as a congressman and senator from Massachusetts. President Kennedy named him ambassador to South Vietnam. He served both President Johnson and President Nixon as a special envoy during various peace initiatives on Vietnam.

Dr. Sanford was an early candidate for the Democratic presidential nomina-

tion in 1972 and 1976. As governor and then president of Duke, he has participated in scores of international conferences and seminars.

Dr. Wilcox has held important positions on the staffs of major congressional committees dedicated to international affairs and his Atlantic Council is the major private voice in the United States in support of the North Atlantic Treaty Organization (NATO.)

Col. Brandstetter, an aide to Gen. Matthew Ridgway during World War II, has spent much time in the last 20 years in Latin America. King and Goldberg both occupy executive positions that require intense attention to international political and economic trends. They are also members of The American Legion.

The selection of the chairman and two members of the Legion's Foreign Relations Commission, Rogers said, insures that Legion mandates and positions in the international area will receive full consideration.

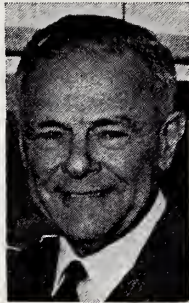
Legion Gives Carter Position Paper on VA

To maintain its on-going programs concerning the welfare and care of veterans, their dependents or survivors, The American Legion presented a position paper outlining its proposals and recommendations for the Veterans Administration to President Carter.

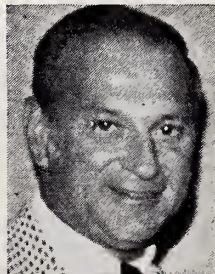
The Legion stressed concern over the impact National Health Insurance would have on the VA's medical service; called for the VA to remain as the one executive agency responsible for implementing veteran related laws; recommended the VA administrator be raised to cabinet level; and expressed interest in seeing that salaries of VA health care personnel be raised to level of civilian sector counterparts.

Also recommended was adequate new VA construction and facility modernization programs; expansion of the VA's alcohol treatment and rehabilitation program; and increased monthly rates of compensation for dependents. The Legion opposed changes to current 10 year limit on completion of education and training under the GI Bill and asked for a periodic review of all veteran benefits programs.

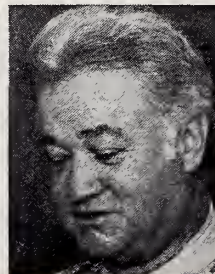
In conclusion, the Legion urged President Carter and Congress to give priority to the budget needs of the VA and for the President to emphasize his policy on veterans and their dependents in his State of the Union message to Congress.



Lodge



Goldberg



Foster

New Italy Commander



Giuseppe Iacono has been elected Commander of the Department of Italy, The American Legion, headquarters in Rome

Committees Defended

The American Legion/Auxiliary has mobilized against any Congressional action which would abolish or change the current format and responsibilities of the Veterans Affairs Committees in either the Senate or House of Representatives. A letter-writing campaign is directed to all appropriate Congressional channels from Legion groups and individual Legionnaires across the country.

Legislation introduced by a special Senate panel near the end of the 94th Congress recommended "streamlining" the Senate committee system structure. Included was a proposal to abolish the Senate Committee on Veterans Affairs and transfer its functions and oversight requirements to a Committee on Human Resources. At its fall meeting, the Legion National Executive Committee adopted Resolution 20 vigorously opposing any move to abolish either the Senate or House Veterans committees.

National Commander William J. Rogers has sent telegrams to all Senators. The Legion National Legislative Commission has sent individual letters to each member of the Senate, outlining the Legion's position. The Senate committee has oversight over legislation that affects nearly one-half the U.S. population and involves nearly \$20 billion annually.

The Real Pay-off

The unemployment rate for veterans who complete G.I. Bill training is 3.3 per cent, compared to a 6.7 per cent rate for those who do not complete training, according to the Veterans Administration.

**STOP SPENDING \$25 per pair
for WORK BOOTS!**

BOOT STRIKE

Haband, the famous price-busting mail order people from Paterson, N.J., have a special New Price Deal to put some hard-earned dollars back in your pocket.

Order your Boots by Mail

MADE IN U.S.A.

SIZES 6½ to 13
WIDTHS D, & EEE
10⁹⁵

Delivered!

NO BREAK-IN PERIOD, and INCREDIBLE WEAR

The famous Genuine Goodyear Plio-Tuf sole is thick non-skid, cushioning, flexible, requires no break-in, can't come off, and gives twice the wear you'd get from ordinary rubber or crepe bottoms. And Haband specifications go on from there. Get tough inner soles, solid brass eyelets, solid nylon stitching, soft chamois suede gusset tongue that keeps out stones and dirt, tough braided nylon laces, and built-in full support shank in the arch. You get perfect full 6" ankle boot, full width sizes so they don't pinch even with heavy socks. You get high roomy box toe with plenty of room. And you get tough, natural long-wearing Cowhide Leather Uppers! Leather breathes — doesn't burn your feet, feels natural, and yet protects you better than anything. Put it all together and you've got a work boot bargain like you just never see: \$10.95 per pair, Postpaid! You'll Never Get a Better Deal!

USE THIS COUPON TO ORDER DIRECT:

HABAND COMPANY
265 North 9th Street
Paterson, N.J. 07530

Direct Service Dept.

Gentlemen: Please send me _____ pairs of your genuine leather work boots for which I enclose \$_____

Guarantee: If I do not like them when I see them, Haband will refund every penny of my remittance without question!

70E-407

Name _____ Apt. _____
Street _____ # _____
City _____ State _____ ZIP _____

WORKING MEN:

YOU DON'T HAVE TO PAY NO MORE than

10⁹⁵ for GENUINE LEATHER UPPERS

and GENUINE GOODYEAR PLIO-TUF

Oil Resistant, Acid Resistant, Cut Resistant, Life-of-the-Boot Heel & Sole!

10⁹⁵ Use Direct Order Form here.



Put it all together and you've got a Work Boot BARGAIN like you just never see: \$10.95 per pair Postpaid to your door! You'll Never Get a BETTER DEAL!

HABAND Co. (Est. 1925)
265 N 9th St., Paterson, NJ
Genuine Leather 6" Ankle Boots, with Genuine Goodyear Plio-Tuff Oil Resistant Heel and Sole!

DON'T PAY \$20 to \$30 FOR WORK BOOTS ANYMORE

ORDER ANY SIZE 6½ to 13 WIDTHS D & EEE

10⁹⁵ 2 pairs \$21.90

HABAND

Style	How Many	Size 6½-13	Width D or EEE
WORK BOOT \$10.95			

I'M YOUR AMERICAN



...IT'S GREAT TO

LEGION CARD . . .

I was born 58 years ago. My birth was planned in Paris and St. Louis. I actually came into the world in New York City. By today's standards I guess I'm middle aged; however, my ideas are still youthful, just as they were in 1919.

I am a 3½ x 2¼ inch card entitled "Official Membership Card—The American Legion." My home is in the bill-folds of men and women veterans all over the world—2,700,000 of them.

I have sons and daughters ranging in age from one to 57. The vast majority are under 30.

In 1919-1920, my parents were "doughboys" who served with the American Expeditionary Forces. They formed The American Legion and that first year adopted more than 800,000 of us. Their purpose? Well, they said it quite simply through our Preamble.

One part of that Preamble was very important back in the 20's:

"To consecrate and sanctify our comradeship by our devotion to mutual helpfulness."

There was a post-war recession, and the Legionnaire who adopted me was a Post Service Officer. We were busy back then. There weren't any county or state veterans' services, and there wasn't a Veterans Administration in Washington. Veterans' assistance was entirely in the hands of Legion posts.

We found jobs, took care of the disabled and helped families of veterans—both Legion and non-Legion. My service officer was as well known as our town doctor.

In the late 20's, I was adopted by a young man in the hardware business in the Midwest. Ron was his name. He, along with key Legionnaires, spent many nights and months lobbying Congressmen to create the Veterans Bureau. In 1930, that bureau was created. Today it is the Veterans Administration.

There was jubilation after the President signed the bill and some of Ron's fellow Legionnaires suggested he enter politics. Ron ran for County Judge and won. Subsequently, he served in Congress and became Lieutenant Governor of the State.

► Over 58 years American Legion involvement in community affairs has kept pace with a changing America. Typical activities are shown at the left. Clockwise from upper left: volunteer ambulance crews; community recycling programs; environmental education; beautification and reforestation; emergency medical service, and CB radio support for law enforcement agencies

In 1938, I was adopted by a disabled Legionnaire. We spent a lot of time at the Post Home, talking about the world situation. Hitler and Mussolini were rattling swords in Europe. My Legionnaire was concerned. He had lost a leg in World War I. He also had two sons of military age.

What debates about the strength of the U.S. Armed Forces! Finally, through the efforts of the Legion, the United States started strengthening the military. The draft was reinstated, and one of my Legionnaire's sons was called.

I was still with my disabled veteran on December 7, 1941. The family had just returned from church when we got

ment, medical care or job training opportunities.

What a year! We traveled, talked and distributed petitions. Old Legionnaires remembered that they came back to a country that offered no systematic rehabilitation. They were determined "this will not happen to my son." Well, as everyone knows, the GI Bill passed, and soon after I was adopted by a brand spanking new member named Joe. Joe had returned from the Pacific in 1946. His dad signed him up in the post. It happened all over the country and my membership card family grew to over three million.

Joe really didn't know what he wanted to do. He and his friends were getting reacquainted, and what better place than at the Post Home?

For 27 years, the Legion belonged to only one generation; now there were two.

Record of Payment of Dues & Membership Application		The American Legion		Dues	
		Date		19	
Name		Street Address		Phone	
City		State		Zip Code	
Dues Received By NEW Member ()		Reinstatement ()		Renewal ()	
Section at right must be completed for NEW members.		(Date of Enlistment)		(Branch of Service)	
		(Date of Separation)		(Character of Separation)	
		(Date of Birth)			
		Social Security No. (Optional)			
Occupation		Blood Type		Can you donate?	
I do not subscribe to the principles of any group opposed to our form of government. I certify that I did not refuse on conscientious, political, or other grounds to subject myself to military discipline or unqualified service during the period I was in the Armed Forces of the United States.					
(Signature of Applicant for Membership)					
(This form together with dues should be delivered promptly to Post Adjutant or Post Finance Officer.)					

RECEIPT
(Issue on receipt of dues)

DATE 19

Received of \$

In payment of dues for 19 in Post No.

Your official American Legion Membership Card will be forwarded to you promptly by your Post Adjutant.

You are eligible for membership if you have an honorable separation from the Armed Forces of the United States during the following periods: Apr. 6, 1917 to Nov. 11, 1918; or Dec. 7, 1941 to Dec. 31, 1946; or June 25, 1950 to Jan. 31, 1955; or Aug. 5, 1964 to Aug. 15, 1973. You are also eligible if you were on active duty but had honorable service during one of the above periods.

PRINTED IN U.S.A.

the news about Pearl Harbor. As we gathered around the radio not a word was said. Finally, looking at his leg and thinking of his son, my Legionnaire exclaimed, "If they had only listened to us—the people—the Legion veterans. We told them! We told them! Being strong is the best insurance for peace."

Next, I was issued as a membership card to a Legionnaire in Florida. He knew everyone! And by that time my family had grown to over a million.

One day in late 1943, my Legionnaire and I were attending a state fall conference. A call was received from National asking for petitions in support of a piece of legislation called the "GI Bill." Servicemen were returning from World War II with few benefits for readjust-

My Legionnaire became interested in Legion Baseball. Our team became State Champion in 1949—front page stuff. Talk about pride!

The year 1950 saw me adopted by another Legionnaire. His oldest son was a veteran of World War II. His youngest son had just been called to fight in a "police action" in a place called Korea. "Police action" was no term for the Legion. Once again it responded and legislation went through Congress to update the GI Bill for Korean veterans. Once again posts opened their hearts to assist veterans returning from war.

During the period of the 50's and early 60's, I was adopted three times. It seemed as though I couldn't find a home. Oh, I was around. But my Legionnaires seemed to have an attitude of "Let George do it." Maybe it was because everyone had a TV set and relative peace. That changed in the mid-60's.

The United States became involved in another war. This one was called a "conflict," but to the Legion it was still
(Continued on page 52)

KNOW YOU BELONG

POSTS IN ACTION



An Eagle Scout Honor Guard welcomed Neil Armstrong, the first man on the moon, when he arrived at Birmingham, AL airport to participate in special Veterans Day ceremonies. Armstrong, a former Eagle Scout, was presented with the Distinguished National Veterans Award during the annual dinner by Legion Commander William J. Rogers. Shown with Eagle Scouts are from left: David Payne, Brian Parker, Joel Moore, Armstrong, Howard Day, Lance McKerley, Beau Coleman and Rene Hall.

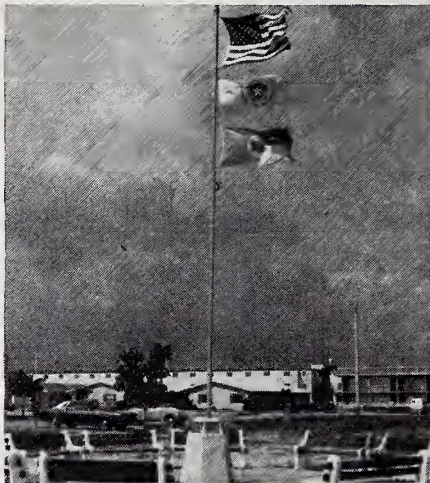


At the 29th annual awards dinner of the Kings County (NY) Legion Baseball Program, 18-year-old Anthony Ramirez, right, was presented the Ballplayer of the Year Award for 1976 by Tony Curcio, baseball chairman and member of Post 819, Brooklyn, NY. Ramirez played outfield for team sponsored by Post 391, and attends Columbia University. About 800 players participated in the 1976 County baseball program.



Members of Post 166, Lakewood, NJ, collected over 300 toys as individual Christmas gifts for mentally retarded men and boys at New Lisbon State School. Shown are only a few members who participated in the program. From left, standing are Stanley Shearman, John Fortino and Theodore Kosovic. Seated, from left, are Fred Grabert, James Ireland, post commander William Melton, Henry Von Bergen and William Forman.

A Living Memorial to veterans of all wars, living and dead, was established by Post 222, Fort Lauderdale, FL. Orig-



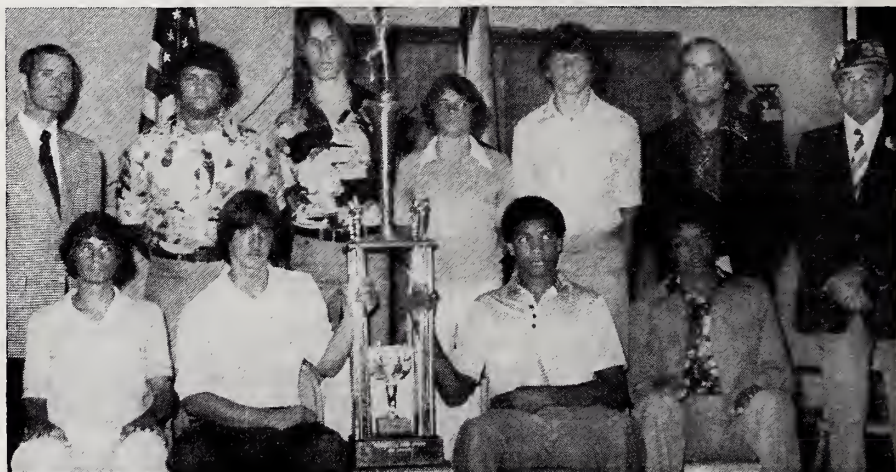
inated by post commander Andrew E. Buchta, the memorial (shown) is located in the city recreation area, has a 30 foot flag pole and base contains plaques from various organizations.



General Wiley Pickens (left), a World War I Veteran and first director of veterans affairs for North Carolina (1946) was presented with a Life Membership Plaque by Commander Robert Cruze (right), of Post 297, Raleigh, NC. Pickens is charter member.



At 85, John Schaefer, right, is one of the oldest active post commanders in The American Legion. On left, past Queens County Commander Victor Abondolo congratulates him on being elected commander of Post 28, Queens, NY for 1976-77.



In competition with teams from throughout the United States, a basketball team sponsored by Post 16, Huntington, WV, won the 1976 National AAU Junior Olympic 13-14 Champions title at Las Vegas, NV. The team won third place in 1975 finals. Shown with team is post commander Robert Vass, far right

George Karibjanian Named Legionnaire of the Month

George Karibjanian, 80, a charter member of Theodore Roosevelt Post 4, Vineland, NJ, is February's Legionnaire of the Month. In 1919, George was instrumental in building the post and assumed its mortgage. He has held ev-



ery county and post Legion office, acting as service officer for the past 53 years.

During World War I, George served in the Army with the 104th Engineers. He was active in World War II as chief air raid warden and director of ground observer corps for the Borough of Vineland.

The octogenarian organized the United Veterans Council of South Jersey, serving as its first president. He constructed a permanent Vineland Honor Roll for all veterans and was instrumental in obtaining veterans housing for the city. He received the "Citizen of Vineland Award" in 1968 for his efforts in having a Veterans Hospital located in South Jersey. George ran his own photography business for over 45 years and is a member of the American Photographers Association.

Can You Top This?

If you are looking for a fine example of Legionnaire loyalty, devotion and service you should remember Claude Buzick, of Mankato, MN.

In 52 years he has enrolled 7,757 new members, or an average of 149 each year. Since joining the Legion in 1925 he has attended 40 national and 45 district and/or department conventions. At 83, he is still active in his post's functions.

TAPS

Clarence A. Jackson, 85, Indianapolis, IN, department commander (1925-26), and member of board of directors of Legion Publication Corp. (1925-33).

Leslie Caston Wannamaker, 93, Cheraw, SC, department commander (1926-27).

Lambert On Manpower Council

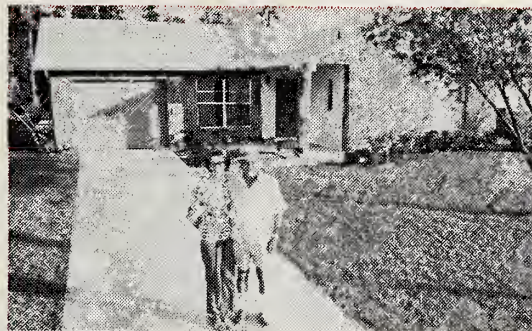
Daniel E. Lambert, adjutant for the Department of Maine, The American Legion, has been named a member of the State Manpower Planning Council

to represent veterans. Lambert is a manpower specialist and has worked for the U.S. Department of Labor's Operation Mainstream as a project director in northern Maine.

South Dakota Wins Trophy

The Department of South Dakota won the Alvin M. Owsley Trophy, awarded annually by The American Legion to the department showing greatest membership percentage gain for the year ending Veterans Day, compared to the average total membership for the previous four years. South Dakota showed an 87 percent increase.

For Lee & Arthur Hodge, Florida retirement living began at Veterans Village.



Mr. and Mrs. Arthur Hodge are from Martins Ferry, Ohio. Mr. Hodge is a member of American Legion Post #1, in Wheeling, W. Virginia. Direct quotes excerpted from an unsolicited testimonial letter.

"It's not too late to take advantage of the building boom...especially when it comes to building a good substantial home which Veterans Village does. You can't beat it, and they stand behind their promises. We moved into our 'Yorktown' August 6, and it's just what my wife, Lee, wanted. We're very comfortable, and our neighbors are just great! The director of our Recreation Center has a most active calendar of events...you can't possibly be bored! People are coming here from all over the U.S.A. All are interesting people and there's always something to do. We're a great community of Veterans and other people living together in an environment of life at its best. What more could you ask for?"

Thanks, Mr. and Mrs. Hodge. We couldn't have said it better.

If you're interested in having neighbors like Lee and Art Hodge, and the hundreds of other families who have already bought homes in Veterans Village, clip and mail the coupon. We'll send complete details on our FHA/VA approved U.S. Guaranteed G.I. Mortgage, homes.

Prices as low as \$17,990

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costs for qualified buyers; and the monthly carrying costs are really low.

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Send my FREE Veteran's Village Kit (color brochure, model plans and prices, Florida inspection trip details) by return mail:

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Interested in home with ☐ 1 bedroom ☐ 2 bedrooms ☐ 3 bedrooms

☐ I would like to plan a visit to Veterans Village.

NO COST OR OBLIGATION

Phone # _____



Seven Springs



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Wilson, Mattingly Retire After Long Legion Service

James R. "Jimmy" Wilson, Jr., and Charles E. "Chuck" Mattingly, have retired after 33 years and 31 years, respectively, with The American Legion's national staff. Shown receiving plaques from National Commander William J. Rogers, are Mattingly, center, and Wilson, right. Wilson was first WW II veteran to join national staff in 1943 after service with Army Air Force. He retired as director, National Security—Foreign Relations Division, after holding several other national posts. Succeeding him was G. Michael Schlee, former deputy director under Wilson and an Army veteran who served in Vietnam. Mattingly joined Legion national staff in 1945, transferring to Washington Headquarters in 1950. In 1972, he was appointed deputy director, National Legislative Division. In changes related to Mattingly's retirement, Edward J. Lord was named principal assistant director, and E. Philip Riggan was appointed assistant director, succeeding Lord. Both served with the U.S. Army in Vietnam.

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

USS Card, (CVE 11) 1943—Need information from any comrades who recall David Creamer, Jr. was struck on the head by a W.T. Hatch during battle stations. Please

contact "The American Legion Magazine, 1608 "K" St., NW, Washington, DC 20006, CID #358."

US Coast Guard Radio HQ, Alexandria, VA—Need to hear from comrades who remember Leo Clyde Saxon injured under right shoulder in baseball game, April 13, 1946. Please contact "The American Legion Magazine, 1608 "K" St., NW, Washington, DC 20006, CID #357."

1st Marine Div, Police Co.—Need information from comrades who recall Edward Robshaw Keeney injured his back in a bunker fire and cave in while stationed in

Korea, Jan. 1952. Please contact "The American Legion Magazine, 1608 "K" St., NW, Washington, DC 20006, CID #358."

4th Div 8th Inf, Service Co.—Need to hear from comrades who remember Harold B. Smith received a fall from a moving truck striking his lower back against the tailgate, in Hertgen Forest, Germany, Oct. of 1944. Please contact "The American Legion Magazine, 1608 "K" St., NW, Washington, DC 20006, CID #359."

602nd Reg, AA Bn, 38th Brigade HQ—Need information from any comrades who recall Sam Parr fell and injured his left leg and head while stationed at Long Island, NY, Dec. 19, 1942. Please contact "The American Legion Magazine, 1608 "K" St., NW, Washington, DC 20006, CID #360."

USS Kittiwake (ASR 13)—Need to hear from comrades who remember Arthur Emerson was struck on the head in the chain locker while operating in the Pacific Ocean in the vicinity of the Canal Zone, Oct. 1947. Please contact "The American Legion Magazine, 1608 "K" St., NW, Washington, DC 20006, CID #361."

407th S & T Co.—Need information from any comrades who recall Bennie Jackson while stationed at Ft. Bragg, NC, Dec. 17, 1973. Please contact "The American Legion Magazine, 1608 "K" St., NW, Washington, DC 20006, CID #362."

Algiers Naval Base, LA, R Division, Repair Section—Need to hear from comrades who remember Donald J. Haberle sustained injury to big toe when a 30 Foot steel plate tumbled. Please contact "The American Legion Magazine, 1608 "K" St., NW, Washington, DC 20006, CID #364."

80th Inf Div, 342nd Inf Reg, Med Det—Need information from any comrades who recall Jack C. Payne was hospitalized while stationed at Camp Howes, TX, March 29, 1943. Please contact "The American Legion Magazine, 1608 "K" St., NW, Washington, DC 20006, CID #364."

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by a Post is a testimonial by those who know best that such a member has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

James Terry (1975), John Farrar (1973), Phillip Armstrong, Tommie Jones (both 1969) Post 30, Pomona, CA
Clayton Record, Sr, Robert Record (both 1976) Post 53, Hemet, CA
Leon Morgan (1976) Post 213, Shafter, CA
Walter Pine (1976) Post 350, Los Angeles, CA

Isidro Samporna (1974), Atansio Alcalá (1975), Martiniano Atad, Apolinar Sangalang (both 1976) Post 798, Stockton, CA
Fred Douglas, Fred Dennison (both 1976) Thomas Cosgrove (1975) Post 826 Woodland Hills, CA

John Eliot (1976) Post 34, Milford, CT
Everett Kennedy, Robert Mongell (both 1975), Theodore Fairbanks, Harold Belcher, Ernest Linders, Jr. (all 1976) Post 102, Manchester, CT

James Cain, Thomas Root, (both 1976) Andrew Walters (1975) Post 58, Dunnellon, FL
Thomas Roberts (1976) Post 103, Punta Gorda, FL

George Bennett, Arthur Vandenberghe (both 1976) Post 31, Kewanee, IL
Richard Ahlback (1976) Post 304, Chicago, IL

Ted Bittner (1976) Post 716, Chicago, IL
Oscar Clements, Chester Crawley, Wm. Hurst, Michael Lewis, Francis O'Brien, (all 1976) John McCullough (1971), Post 58, Greencastle, IN

Joe Elliott (1976) Post 137, New Castle, IN
Lowell Fowler, J. H. Hamiel, A. R. Hurley, Ralph Hutzell, W. E. McCleary, Golden Mitchell (all 1975) Post 464, Adel, IA

Dwight Wheeler, J. D. Wickersham, Wm. Hendren, Elbert Hankla, George Biggerstaff, Inez Pitchford (all 1976) Post 52, Harrodsburg, KY

Morris Estrade (1967), John Guirovich, Jr. (1975) James Bernard, Norman Paternostro, George Rombach, Jr. (all 1976), Post 307, New Orleans, LA
Joseph Cagari (1976) Post 124, Westfield, MA

Bronis Kontrim, Peter Strazdas (1975) Post 317, Boston, MA
Edward Dubois, Robert Gifford (both 1976) Post 368, St. Louis, MA

Joseph Maciosek, Robert Roessler, Birger Ronning, Herbert Weiz (all 1976) Post 282, St. Louis Park, MN
Elmer Steffen (1975) Earl Ott (1973) Post 418, St. Paul, MN

Edwin Hermanns (1976) Post 37, St. Louis, MO
Wm. Head, Sam Baston, Ernest Davis, L. L. Descombes, A. G. Taubert, Glenn Bliss, Richard Altenhof (all 1976) Post 131, Warrensburg, MO



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Ira Luckett (1976) Post 155, Hannibal MO
 Wm. Taylor, Jr. (1976) Post 41, Oradell, NJ
 Joseph Moore, Joseph Mauriello (both 1976) Post 55, Hackensack, NJ
 Frank Wuzzardo (1973), Don Hart (1974), Ray Bano (1975), Robert McGowan (1976) Post 95, Bridgeton, NJ
 Charles Marro, Gordon McCarter, Robert Clouse (1976) Post 120, Lambertville, NJ
 Gerard Loehr, Philip Smith (1976) Post 279, Lincoln Park, NJ
 Byron Miller (1975), Maurice Granger (1976) Post 18, Silver City, NM
 Robert Justinger (1972), Maurice Charpin, Norman Harris (both 1976) Post 175, Syosset, NY
 Harold Vogt (1976) Post 205, Kenmore, NY
 Ernest Marshall, Wm. Sporbett (both 1976) Post 265, Garden City, NY
 James Diebold (1973), Joseph Porempski (1974), Alvin Bauer, Arthur Wolf, (both 1975), Donald Reil (1976) Post 708, Buffalo, NY
 Fred Morris, Emedio Torre (both 1976) Post 1087, West Hempstead, NY
 John Earley (1976) Post 1308, Pine Bush, NY
 Kenneth Richardson (1976) Post 1603, Lyndonville, NY
 Walter Kennedy, Gabriel Miller (both 1976) Post 1790, Rochester, NY
 James Ross (1976) Post 706, N. Fairfield, OH
 Jessee Rosenberry, Richard Rotz (1976), Hilton Russell (1952), Robert Sanders, Clyde Schaefer, Raymond Sites (all 1976) Post 223, Shippensburg, PA
 Joseph Huey (1975) Post 667, Havertown, PA
 Joseph Landow (1976) Post 713, Philadelphia, PA
 Charles Albert, Willard Albert (both 1975), John Baker, Ernest Beakey, John Bender, Carl Christenson (all 1973) Post 922, Canadensis, PA
 Estandislaio Rodgers (1975) Constantino Navarro, Delfin Wenceslao, Esteban Cabanos, Charles Mulvaney (all 1976) Thomas Ford (1970) Post 1, Manila Philippines
 Napoleon Stizza, Leonard Waddington, Roland Saucier (1976) Post 61, Warwick, RI
 Otis Crumpton (1976) Post 453, Dallas, TX
 James Brockway, Albert Estabrook, Ernest Grenon, Ernest Logan, Walter Pyer, Doc Simon Melvin (all 1975) Post 26, W. Lebanon, VT

Life Memberships are accepted for publication only on an official form, which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.
 They may get form by sending stamped, self-addressed return envelope to:
 "L.M. Form, American Legion Magazine, 1608 K St., N.W. Washington, D.C. 20006." On a corner of the return envelope write the number of names you wish to report. No written letter necessary to get forms.

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1608 K St. N.W., Washington, D.C. 20006. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

Army

7th Inf Div—(June) Louis Wise, 3001 Richmond Ave., Maton, IL 61938
 14th Arm'd Div (Midwest Reunion)—(Mar) Arnold Breitlow, RT #1, Dakota, MN 55925
 17th Eng Bn, 2nd Arm. Div, Co A—(May) Willard Curtis, 110 S. Revena, Ann Arbor, MI 48103
 37th Eng Bn (WW2)—(May) M.T. Gordon, US Reynolds Army Hosp., Ft. Sill, OK 73503
 53rd Inf Reg—(May) Jack Lynch, 1830-2nd St., Wasco, CA 93280
 66th Inf Div (PVD) (WW2)—(June) R.M. Hesse, 26 E. Curtis St., Linden, NJ 07036
 99th Inf—(June) Delbert Stumpff, RR 1, Box 163, Wellsville, KS 66092
 121st Inf Reg—(May) James Brake, 1069 Mimosa Dr., Macon, GA 31204
 140th Inf Med Det (WW2)—(June) Jack Bixler, #6 Lyric Ln., Little Rock, AR 72205
 156th Inf of 31st Div—(Apr) Evan Janise, RT 1, Box 71A, Ragley, LA 70657
 222nd AAA Srch Lgt Bn (WW2)—(June) C.A. Hap Hinton, 4308 Burdine St., Bossier City, LA 71010
 187th Preht Inf, Co E, 11th A/B Div (WW2)—(Feb) Pat Kenny, 213 Myrtle St., Myrtle Beach, SC 29577
 338th Inf (WW2)—(Mar) R.C. Souder, Jr., 1837 Waverland Cir, Macon, GA 31201

338th Inf, Co L, 85th Div (WW 2)—(June) Mike Burns, Jr., 107 Hotz, Marissa, IL 62257
 348th Fld Art'l Bn, Bat B, 91st Inf (WW2)—(Apr) W.H. Mills, 3352 Hampton Rd., Raleigh, NC 27607
 362nd AAA Srch Lgt Bn—(June) John Irvin, 348 Parkview Dr., St. Albans, WV 25177
 373rd FA Bn, BAT B—(April) Ted Champion, 430 Clement Ave., Charlotte, NC 28204
 417th Bmb Gp L (WW2) US AAF—(June) Glenn Clark, 1705 Bradley St., Bossier City, LA 71010
 457th AAA AW Bn, Bat C—(June) Leonard Tomczak, 39 Northeast Ave., Rochester, NY 14621
 493rd Arm'd Fld Art'l Bn, Bat C (WW2)—(Mar) Ralph Lattig, RT #5, Box 1014, Post Falls, ID 83854
 563rd AAA Vet's Assoc.—(June) James Higgins, 7 Tufts Ln., Nottingham Green, Newark, DE 19711
 795th AAW Bn, Bat B—(June) Steve Sausnock, 111 S. 3rd St., Minersville, PA 17954
 Fort Screven, 8th Inf Regt—(Mar) Larry Knecht, 171 N. Shore Terr., Punta Gorda, FL 33950

Navy

Navajo Vict (WW2)—(June) Tom Tabb, 1679 S. Mulberry, Jackson, GA 30233
 VP 11—VPB 11—(June) Wm. Barker, RT 1, Box 86, Henderson, TX 75652
 USS California—(June) Harold Bean, 220 E. Pear St., Staunton, IL 62088

USS Essex CV/CVA/CVS-9—(June) Wm. Mayes, PO Box 247, Waverly, VA 23890
 USS Gen. H.W. Butler (AP 113)—(Apr) John Washbourne, 409 W. Broad St., Williamstown, PA 17098
 USS Hilary P. Jones (DD 427) (WW2)—(June) John Hood, PO Box #9, Trevor, IA 51575
 USS Lexington (CV-2)—(May) Walter Reed, 5410 Broadway, Apt #105, Oakland, CA 94618
 USS Manning (DE 199) (WW2)—(May) Glendon Coffee, 428 Gladys St., Bessemer, AL 35020
 USS PC 1137—(June) Lester Tweed, RT #2, Pequot Lakes, MN 56472
 USS Tangier (AV-8)—(June) Leonard Barnes, Jr., 154 Montanya Ct., Walnut Creek, CA 94596
 USS Tennessee—(April) Claude Farmer, 322 W. Commerce St., San Antonio, TX 78205

Air

557th (M) Bmb Sqd, 387th Bmb Gp B-26's—(June) Billy Hibdon, 9231 E. Nassau Ave., Denver, CO 80237
 Med Detach, Sta Hosp, Goodfellow Fld, TX (WW2)—(May) Herbert Leopard, RT 5, Box 304, Henderson, TX 75652
 ND Air Nat'l Guard—(June) Stan Gifford, Box 5536, State U Sta., Fargo, ND 58102

Miscellaneous

Nat'l Sojourners, Carlisle Chap #120—(Apr) Joseph Breitenbach, 917 Hamilton St., Carlisle, PA 17013

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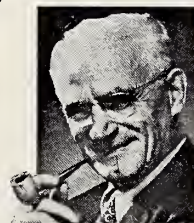
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AMERICA'S SILENT EPIDEMIC

in the burn patient, those changes are magnified many times."

With that in mind, researchers turned to studying the burn victim in hopes of answering questions arising from other major injuries. Along the way, solutions to burn problems began to appear.

"So, this hasn't been any sort of revolution," Colonel Pruitt emphasizes. "Rather, it has been an evolution, ranging over a few decades."

While technical advances in burn treatment are easily understandable only to medical professionals, they are vital to the victim and his family. In many cases, lives depend on them. Take, for instance, the acute need to replace lost body fluids. Until only a few years ago, that remained a mystery.

"The big survival improvement came from the early 1940's," Colonel Pruitt explains. "That's when we discovered the importance of the patient's tremendous need for fluid replacement. Before that, dehydration created a high mortality rate with patients dying from shock and acute renal failure."

Treating burns often might be compared to a Rube Goldberg creation. Something happening in one area causes something else to happen in another. When one problem is controlled, another arises to complicate things. So it was after fluid needs were identified.

Researchers then found that the principle cause of death among burn patients was infection. The Army Burn Unit which made the discovery also produced antiseptic creams to combat it. In the early 1960's, the Unit introduced a special burn cream which significantly reduced deaths from known infections. That only led to infection from other sources, which today remain as a major killer. As more and broader-spectrum antibiotics are developed and introduced, new infections appear.

The exotic is not always involved, however. Frequently, organisms within the human body cause the problem. During times of good health they are harmless—and many are beneficial. After a burn, though, these organisms invade the damaged area and, according to Colonel Pruitt: "... cause a lot of problems." Currently, the number one cause of death is ordinary, garden-variety pneumonia."

In the past, the majority of burn treatment cases was confined to treating skin surface. Now, however, another area is recognized to be

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equally as important. A patient's mind may require as much treatment as his body.

"Psychologically, the burn's impact depends on whether the face or the bathing-suit area—perhaps the non-bathing-suit area—is involved," Colonel Pruitt says. "If the burn is badly disfiguring, there is a terrible psychic shock. We have learned that the badly burned patient—the one who is grotesquely disfigured—dies a social death. Think about it. How many hideously deformed people do you ever see? Not many. But there are lots of them. They don't go out, though, and their families frequently are embarrassed to be seen with them. So, they sit at home. We're finding that there are all kinds of problems of this sort."

Modern cosmetic plastic surgery techniques offer some relief from disfigurement and its psychological impact. But it is far from a panacea. Its result depends on the extent of the initial injury. If the burn is really deep, chances are that the area will never look the same.

Just as in any other type of accident, burn victims are hard to identify. Burns know no distinction as to race, color, creed, sex or age. And, death from burns relates solely to the surface area and depth of the injury, and the age and physical condition of the victim. In the very young—up to age two—there is greater mortality for a given size burn than in older patients. The age group from 15 to 40 suffers burns most often. Dealing with a young, active military population, these are the burn victims Colonel Pruitt sees most. Yet, he points out, they also show a greater survival ratio because of better physical condition and strength. The same does not hold true for elderly patients, particularly those suffering from pre-existing cardiovascular disease.

And then there is gasoline. Perhaps there is no greater potential cause of burns in the United States.

"Refueling hot lawnmowers is bad," Colonel Pruitt cautions. "Using gasoline as a cleaning fluid, particularly in poorly ventilated areas or near water heater or furnace pilot lights is risky. And fueling a wide range of camping equipment which operates on gasoline or related fuel is dangerous."

Alerting the public to danger situations is only part of the battle, however. From there, it becomes a personal effort to protect each individual in the family. What follows is a partial checklist of "do's and don'ts" which could save lives.

- Use your head.
- Don't allow matches as children's playthings.
- Turn the handles of pots and pans inward on stove, table or counter.
- Don't smoke in bed.
- Use and store gasoline properly.
- Always follow directions for use of cleaning fluids, and use them only in well-ventilated places.
- Insist on flame-retardant material in children's sleepwear.
- Make sure food and drink are cooled properly before feeding children, and adjust bath water temperature before bathing.
- Install smoke detectors in your home.
- Draw up and practice a home evacuation plan.
- Make sure each room has at least two exits (doors, windows, etc.)
- Provide ropes or ladders for exit from second-story rooms which lack more than one door.
- Do not overload electrical circuits.
- Replace faulty wiring.
- Keep caustic cleaners secure from youngsters.

No matter how careful, however, burns will continue. Therefore, it is a good idea to know how to identify the type and degree of burn and how to provide on-the-spot treatment. Perhaps the most knowledgeable source of such information is the American Red Cross, which recommends:

FIRST DEGREE BURNS: (Skin reddened with mild pain) Immerse quickly in cold water to relieve pain. Cover lightly with dry, sterile bandage. Do NOT apply butter, etc.

SECOND DEGREE BURN: (Mottled appearance, blisters, great pain) Cut away loose clothing. If burn is mild, immerse in cold water for one to two hours. Apply clean, cold, moist cloths. Cover with sterile cloth. Do not disturb blisters or use ointment. Treat for shock, keeping victim warm and elevating feet.

THIRD DEGREE BURNS: (Skin destroyed, white or charred) Do not remove clothing or apply wet packs. Cover with a thick, sterile dressing. Keep victim quiet. Elevate burned limbs. Treat for shock.

With any degree burn, it is important to summon professional medical help immediately.

—Warren H. Spencer

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The Peace After Yorktown

vately to Jay. His message: the American claim to lands west of the Alleghenies was "foolishness, not meriting serious refutation." Jay listened without arguing. Not only did he intend to press these claims with the British (as Franklin had already) but he expected to win.

On August 6, the advance text of Oswald's still unsigned commission reached Paris. Jay searched through it, looking for a mention of "The United States of America." There was none.

Shelburne's men in London had told Oswald to seek some "political league or union of amity to the exclusion of other powers." If the Americans wouldn't agree, he was to conclude an agreement which at least prohibited the colonies from making alliances. As for independence, the document said, that would be granted "as the price of peace."

Jay objected immediately. If the negotiations failed, America would have remained an unrecognized collection of colonies. If they succeeded, America would be allowed only a truncated sort of independence.

By the middle of August, while France was advising Jay and Franklin to scale down their demands, Shelburne had decided to grant Franklin's "necessary" articles. On Aug. 23, he dispatched Lord Howe to Gibraltar with a powerful force, to break the Franco-Spanish siege.

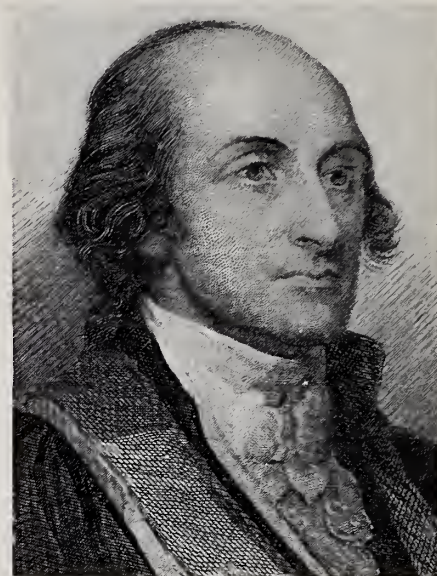
Five days later, Shelburne's cabinet reluctantly gave Oswald the power to promise "the absolute and immediate acknowledgment of the Independence of the Thirteen Colonies," as long as America would be satisfied with Franklin's necessary articles. But he was to grant this boon "only in the very last resort."

Meanwhile, Vergennes was trying to devise a formula that would serve French interests while satisfying both Spain and America and binding them to Louis XVI. He arranged talks between Jay and Pedro Aranda, Spain's ambassador to France. They were to devise a compromise that split up the American west. Vergennes suggested that the Spanish take everything west of Lake Erie. Aranda promptly claimed even more territory.

Jay could scarcely believe his ears. "We are bound by the Mississippi," he told Aranda. "I have no author-

ity to cede any territories east of it to His Catholic Majesty."

The French made a furious attack on Gibraltar. But the British force, now strengthened by Lord Howe's men, beat them decisively, killing or capturing 2,000 of the at-



John Adams

tackers. Unfortunately for the British peace negotiators, this news did not reach London till September 30.

On September 18, the Gibraltar victory as yet unknown, Shelburne's cabinet rewrote Oswald's commission. They knew they had recognized American independence, but they tried to tell themselves that it only granted the American commissioners "the title they wished to assume."

Working in perfect harmony now, Jay and Franklin agreed not to tell the French anything until all was settled. A week into the talks with Oswald, the British found out about Gibraltar. They turned tough, but the Americans continued to win concessions, though only through hard bargaining.

On Oct. 5, Jay gave Oswald a provisional treaty draft in his own handwriting. The document acknowledged American independence, set the Mississippi as the western boundary and the 31st parallel (just above Florida) as the southern. As for the north, the U.S. boundary followed the Treaty of 1763 (which gave Canada to Britain after Wolfe defeated Montcalm at Quebec). It divided America and Canada by the St. Lawrence and the 45th parallel. (This would have given the United States the small part of southern Ontario that lies below a line drawn between Montreal and the Sault Ste. Marie and now includes Ottawa, Toronto and Hamilton.)



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The draft also gave the Americans the "right to take fish of every kind on the banks of Newfoundland and other places," and to dry and cure fish "at the accustomed places," whether in British or American territory. Jay granted the British the free navigation of the Mississippi, but also stipulated that both parties should have free access to "all rivers, harbors, lakes, ports and places" belonging to either nation, "in any part of the world." This phrase paved the way for the joint U.S.-Canadian St. Lawrence Seaway project.

When Oswald brought Jay's draft to Shelburne, the Prime Minister exploded. Oswald was reinforced with another negotiator, Henry Strachey. Jay sent out a call for reinforcements, to Adams in Holland. Franklin was still in "indifferent health" after a kidney stone attack and the Americans needed more firepower.

At about this time, the very last fighting of the Revolution was taking place. George Rogers Clark gathered 1,100 mounted riflemen and set out for the Shawnee Indian villages in Ohio territory.

The Paris negotiators talked on, unaware of Clark.

The U.S. trio offered to "compromise," dropping the boundary line down to the St. Lawrence and the middle of the Great Lakes.

Meanwhile, Clark and his men burned Indian villages in southern Ohio, in the war's last land action. Had the peace commissioners known about it, it might have strengthened America's position. Clark's earlier western expeditions had helped Jay when he bargained with the Spanish.

Nine days after Clark won his battle, Rayneval again visited Lord Shelburne. It was already too late for the French—though they didn't know it. On Nov. 25, with Rayneval still in London, the final round of Anglo-American talks began. The two parties had agreed on boundaries. Now, they tackled the other two difficult issues: the fisheries and compensation for the loyalists. It was now that John Adams, America's original peace commissioner, made his influence felt.

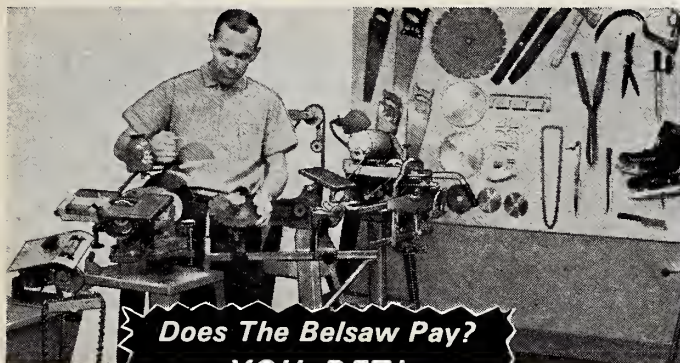
The loyalist issue was a touchy one. If Britain gave in here, it would hurt its standing with its colonial subjects the world over. But the Americans pointed out that Congress had not—and could not—give its commissioners the power to grant

compensation since such powers were reserved to the states. Anyway, it was the states, not Congress, which had ordered confiscation of Tory properties in the first place. Congress could only "recommend" restitution. Would this satisfy the British?

On the morning of Nov. 26, the three Americans met for breakfast at Jay's Paris apartment. Franklin read his colleagues a letter he'd written to the British. It combined diplomatic blackmail and propaganda. He told the British that if they pressed Loyalist claims, he'd demand repayment of the damages suffered by the patriots. Fearing it "might unhinge the whole negotiation"—open up old wounds, damaging any chance for reconciliation between America and its mother country, Oswald and Strachey surrendered on both loyalist compensation and the fisheries.

The fisheries problem was solved by giving the Americans the "liberty" rather than the "right" to fish off the Grand Banks, and by granting drying and curing privileges on the shores of Nova Scotia and Labrador—but not on Newfoundland.

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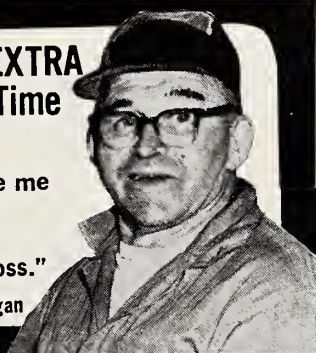
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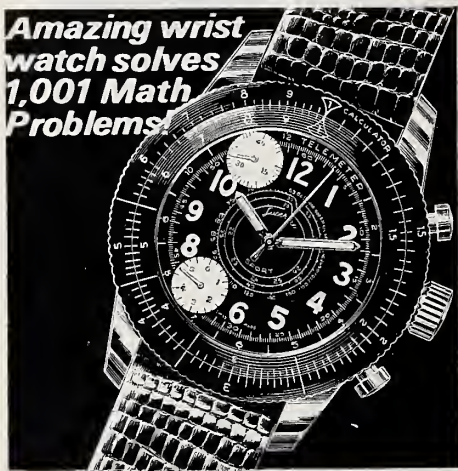


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a year and a month after Washington's victory at Yorktown, the British and American peace commissioners met at Oswald's lodgings in Paris, the Grand Hotel Muscovite, and signed duplicate originals of the treaty.

The Americans had signed a separate peace with the British after agreeing with the French to do no such thing, and, in doing so, had disobeyed the explicit instructions of their own Congress. The job of informing Vergennes about what had transpired fell to Franklin and he realized it was going to be one of his toughest missions. But the French had to accept the pact or risk stronger U.S.-British ties.

On Dec. 15, Franklin told Vergennes that he'd obtained a British passport for the protection of an American vessel commanded by Capt. Joshua Barney. This ship, he said, would carry the preliminary treaty to America. Then, Franklin made a suggestion that required his unique brand of boldness: "Why not," he said, "use this ship to send America some of that hard cash you've been promising?" Vergennes swallowed hard. So one last evidence of French friendship was needed. He agreed.

On the morning of December 5, 1782, six years, four months and one day after the Americans had declared their independence, King George III reconvened Parliament. Rayneval, Lord Howe and a score of unhappy American Tories were on hand.

Obviously nervous and upset, the King read a small scroll. He said he'd ordered the end of offensive war in America, even though the war had only been intended to effect "an entire and cordial reconciliation" with the colonies.

"Finding it indispensable to the attainment of this object, I did not hesitate to go the full length of the powers vested in me and offer to declare them," the King paused, gulped, then went on, "—and offer to declare them free and independent states. . . ."

And so it was over. Captain Barney's ship arrived in the United States on March 12, 1783. It was only then that Congress learned what its three negotiators had been doing. It gave them the mildest possible rebuke for disobeying instructions and beamed over what had been achieved.

On February 3, France and Spain signed their preliminary treaties with Britain. And finally, on September 3, 1783, all three formal treaties were concluded. The one between England

and America was identical to the one notified by each on November 30.

On November 25, 1783, when news of the final signing reached America, Sir Guy Carleton, then the British commander in North America, left New York City, along with the last of his troops. Washing-

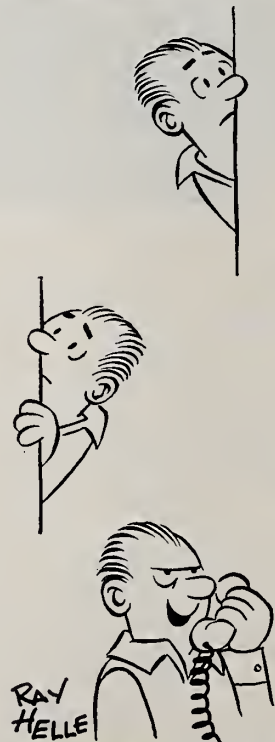


Franklin is received by Louis XVI at the Royal Palace

ton and the tattered Continental Army took command of the city for the first time since the Battle of Long Island six years earlier.

On January 14, 1784, Congress unanimously ratified the peace treaty and the United States of America formally joined the family of nations.

—Harvey Ardman



"Darn right. I'm the boss in this house."

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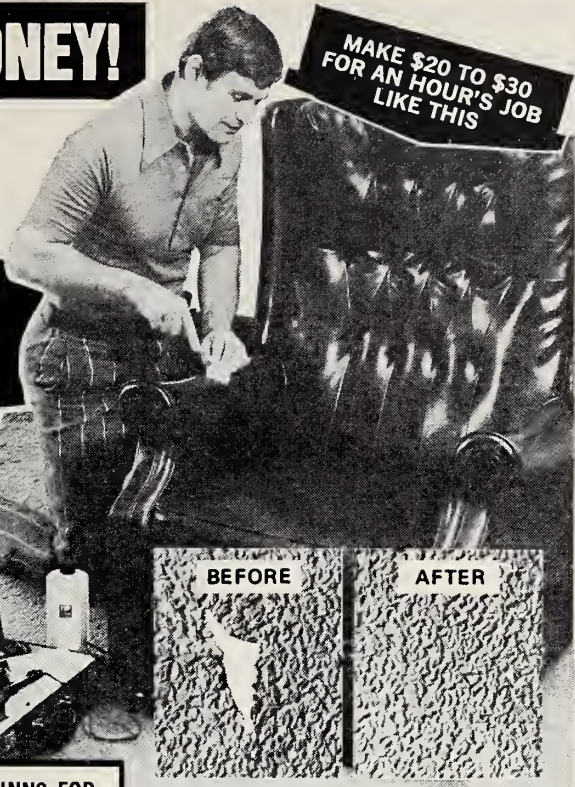
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(CONTINUED FROM PAGE 10)

VIEWPOINT

John E. Robson

early 70's, traffic growth dropped to a fraction of its former level, the result, in part, of two successive recessions. The airlines were caught with fleets well in excess of what they needed to carry traffic. Seats flew empty and planes sat idle. Since interest rates on money borrowed in the mid-60's were high, the financial burden of carrying these giant aircraft was unexpectedly great. In addition, the airlines suffered a trebling in the price of aviation fuel. These drastic cost increases led to higher fares, which drove away even more passengers and contributed to a further setback in traffic growth.

However, I'm not persuaded that all of the airlines difficulties are traceable to these adverse factors. This past year's recovery should not mask some basic trends or let us play ostrich to the probability that the airlines face a very different and more difficult economic future.

Railroad decline is frequently blamed foremost on loss of traffic to competing kinds of transportation: highway, water and pipeline for freight; highway and air for passengers. It would seem that airlines have little to fear here, but in the shorter markets airlines do face competition from other modes of transportation, principally the private automobile. The regulated scheduled airlines also face intense competition from other forms of air travel: unregulated air commuters, air taxis, corporate jets and the charter service offered by supplemental airlines.

Competitive challenges to scheduled air service will not of themselves cause airlines to go the way of railroads, but if air carriers don't control costs and efficiency any better than the railroads have, they could suffer a similar fate.

Labor productivity and capital productivity are also important deter-

minants of growth and profitability and, like the railroads, the airlines are intensive users of both labor and capital. Studies show that the decline of the railroads coincided with a decline in railroad productivity. Thus, the notable gains in airline productivity achieved through the 1960's, most of which came from new, larger, swifter and more efficient aircraft, appear to have given way to much lower productivity growth. There is great doubt that these past productivity gains from new aircraft can be duplicated.

A second, oft-cited reason for railroad decline is over-regulation by the federal government. And perhaps the greatest threat for the airlines—over the long term—is the current system of regulation. The federal government got into the game of regulating the airlines back in 1938—when air transportation was an infant industry. A lot has changed but the system of regulation has not. I believe that the best prospect for the airlines to avoid the problems which overtook the railroads is a change in the system of regulation to introduce more reliance on competition and market forces.

In a less regulated environment airlines would be able to implement decisions faster; price services correctly; improve historically spotty earnings performance; achieve growth, efficiency and productivity that could be reflected in fare levels, and meet public air travel needs.

Proposed legislation, if enacted by the new Congress, would change the current regulatory laws and make the air transport system more reliant on market forces. I believe such regulatory reform is essential to keep the airlines a vigorous, progressive industry. If the airline industry—its managements, its regulators and Congress—face up to the challenges, there should be no reason that this industry need suffer the inglorious fate of the railroads.

Charles C. Tillinghast, Jr.

utilities and the so-called free-market enterprises. They have been subjected to both regulation and competition.

It is interesting to recall that in 1971, an already fading intercity passenger rail service was cut in half when Amtrak, as a nationalized company, took over passenger service. Amtrak is perhaps the best example of how the infusion of even great amounts of public funds can fail to produce a hope of eventual profitability. In almost six years of operation, Amtrak has not made a nickel and has received several billion dollars in federal aid. Taxpayers con-

tribute \$1.25 for every dollar Amtrak gets from passengers on its trains—several of which actually take longer today to make their runs.

On the freight side, Conrail has started down a similar path.

In my view, the public interest would be served best by a more enlightened regulation, one which would recognize the airlines' needs for sufficient profits for renewing their fleets and improving service. Let me offer a few suggestions on regulatory changes that I believe would benefit the airline industry:

1. As perhaps the greatest single improvement, we should honor the original intent of Congress that a

single agency, the CAB, be charged with regulating the airline industry. There simply are too many government agencies attempting to direct and influence the outcome of policy issues directly affecting the airlines, and the result is confusion and inefficiency leading to extensive delays, extravagant expense and bad policy.

2. CAB involvement in the detail of fares and rates should be decreased, permitting carriers to establish their prices at levels considered appropriate by the airlines. The marketplace would make the final judgment as to whether or not the product was properly priced. Steps to prevent undue profits would need to be taken when and if this should occur. One step might be adoption of a "zone of reasonableness," permitting fare and rate increases and decreases of 15-20 per cent in each direction without CAB review.

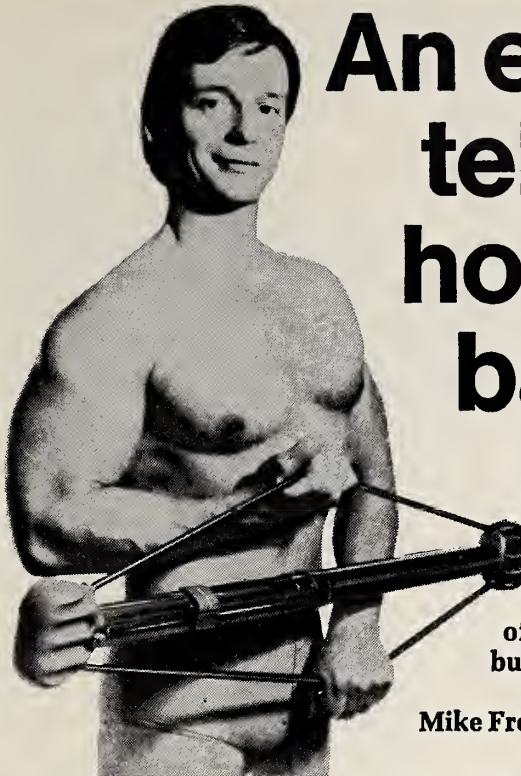
3. Recent arbitrary changes in the CAB's fare and rate standards that have prohibited fully justified and necessary increases in domestic fares should be withdrawn. These arbitrary adjustments in the rules established after several years of CAB investigation have prevented airlines from obtaining annualized revenue increases in hundreds of millions. At the same time, steps should be taken to avoid the inexcusable internal regulatory lag that results from using historic, out-of-date costs to arrive at future cost-based fares.

4. The current competitive imbalance in domestic airline route systems, under which some airlines are forced to be far more competitive than others, should be changed. There should be a directive to the CAB to seek a balance of competitive exposure in new route awards.

5. Current procedural practices at the CAB should be streamlined in order to permit more rapid decision making on major policy issues. This has particular application to fares, rates and route matters.

Basically, too many have expected too much of the airlines, despite the clear lessons to be learned from the history of the railroads. Of particular concern is the fact that the huge capital needs of this industry over the next decade cannot be satisfied without fundamental changes in the regulatory environment and in the perceptions of the regulators.

Before we start pumping billions of public money into "FLYTRAK" or "CONAIR," lets protect our commercial air transportation system from those who are demanding too much from it. Let's focus on the need to keep demands on the industry within realistic bounds of its financial capacity to do the job. **END**



An expert tells you how to get back in shape!

Our files show that thousands of men want to get back in shape, but don't know how to go about it. We decided to ask an expert, Mike Fretault, leading fitness authority. Here are his answers.

Q. How can I get back in shape?

A. There is only one answer to that: get more exercise.

Q. Won't sports do the trick?

A. Sure, sports are great, provided you practice a "complete" sport like jogging, swimming or rowing a few hours every week. Unfortunately, most men don't have the time or energy for that.

Q. How about calisthenics?

A. Also very good, but even a beginner's program should comprise at least 200 to 300 repetitions. Most men find calisthenics tiring and boring and give up after a few workouts.

Q. Isn't there an easier way?

A. There is one outstanding home training method I use and recommend. It's fast, it's easy and it keeps you interested because during every workout you actually see your strength increasing on the built-in Powermeter gauge.

Q. What's it called?

A. Bullworker® training. It's based on Isometric techniques which have been proven to increase strength three times faster than conventional methods.

Q. How long does it take?

A. The introductory "get back in shape" program requires only 70 seconds of exercise per day. The complete advanced training program takes about 5 minutes.

Q. What kind of results can I expect?

A. After 2 or 3 weeks of introductory training,

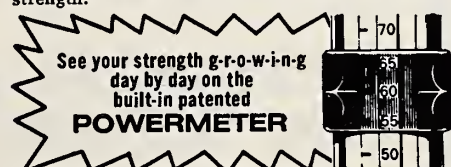
most men can see an increase in strength of around 10% and measure an extra inch or two of muscle on their shoulders, chest, biceps—and an inch or two less flab around the waist.

Q. But it's hard work, isn't it?

A. Absolutely not. Most men between 15 and 65 in good general health can run through the full program without getting tired. Bullworker training is progressive so you perform better each time, yet the training always seems easy to you.

Q. What can I expect from continued training?

A. The sky's the limit. There are specialized exercises for building-up or trimming down any part of your body you want to: broad, muscular shoulders—bulging biceps, powerful wrists and forearms—a deep, manly chest tapering down to a flat, trim waist—muscular thighs and calves. You can expect strength increases of up to 4% a week; that's 50% in just three months and I have seen many men go on to double and even triple their strength.



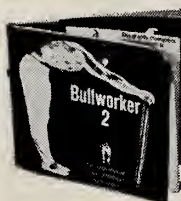
Q. How can I find out more about Bullworker?

A. I suggest you write for the Free Booklet in color. It contains complete details about Bullworker training and tells you how you can try a Bullworker for two weeks in your own home without cost or obligation.

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(CONTINUED FROM PAGE 16)

Washington and the Spanish Jackass

by Charles III authorizing the shipment of one, not two, Spanish jackasses as a gift for General Washington. The "garañon" was bought in old Castille, the region from which the Sancho Panza "rucio" hailed.

Pedro Tellez, a breeder and "arriero" or mule driver from the ancient city of Zamora was hired to care for the jackass until it would be delivered at Mt. Vernon. He proved to be a remarkable man. Three centuries before he might have gone to the New World with Columbus, Cortes or Pizarro.

Tellez became a celebrity in his native Zamora when the news spread of his impending trip to the "Indias," as the Americas were then called. Nothing like it had happened in Zamora since 939, the time of the famous siege by the Arabs that gave the town the illustrious motto of "Zamora no se gano en una hora" or "Zamora was not won in one hour."

When Tellez and his donkey set out across the Duero River, Manuela Pradina (Mrs. Tellez), kept them company for a while. She was covering Tellez with her advices, many aimed at several "botas" of the famous local brandy that he had been

given to fortify himself during his trip. Washington seemed to have the same thought at far away Mt. Vernon. He issued detailed instructions to John Fairfax, the overseer of Mt. Vernon, to travel to Boston to receive Tellez and his jackass and to be careful with the drinking habits of the Spaniard.

Tellez and the donkey traveled in easy stages the 250 miles from Zamora to the northern Spanish harbor of Bilbao on the Bay of Biscay, and from there on the American brig *Ranger*, captained by Job Knight. They left Bilbao Aug. 8, 1785, bound for Gloucester, near Boston, where Tellez and his jackass landed Oct. 26.

An old friend of General Washington, the lieutenant governor of Massachusetts, Thomas Cushing, a former member of the Continental Congress, sent word to Mt. Vernon about the arrival of Tellez and the jackass, but Washington already knew that the *Ranger* had brought the jackass to Gloucester. Fairfax met Tellez and set out overland from Boston to New York, Philadelphia, Baltimore and then Alexandria, VA. It must have been a strange sight: an American who did not speak Spanish and a Spaniard who did not speak English, riding on horseback and leading a Spanish donkey.

Somehow they completed the journey without special incident and on Dec. 6, 1785 the Spanish jackass arrived at Mt. Vernon. But no one in nearby Alexandria or the neighboring towns knew Spanish and Tellez had not learned any English.

Alexandria was then a busy port for the traffic with Europe and the Caribbean and it was decided to canvass the wharves and "Captain's Row," a block on Prince Street in which the shipmasters had their homes. Finally, a ship's master was found who was willing to talk to Pedro Tellez while his ship was unloading sugar, molasses and tropical fruits. He was Capt. John Sullivan. An invitation to go to Mt. Vernon to be of service to General Washington could not be taken lightly.

Sullivan quickly discovered that the Zamora jackass could be ordered around only in Spanish. But the mares in Mt. Vernon responded only to shouts in English. It took several hours of hard work before the American shipmaster and Tellez reached an understanding.

Pedro Tellez saw a traditional American Christmas in 1785, then set out for New York and Spain at the expense of General Washington.

Editor's Note: The author, Dr. Herminio Portell-Vila, is a Cuban refugee and former history professor at the University of Havana. He once had Fidel Castro as a student.

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Lincoln and the Hawaiian Hero

nibals, stripped of his clothes and was being dragged to an open hearth oven when Kekela intervened with the enraged Chief Mato. When his pleas failed Kekela turned to ransom, offering Mato his musket, boat and his stiffly starched white trousers, black claw-hammer jacket and beaver hat.

The cannibal chief was overwhelmed and promptly released Jonathan Whalon.

"The poor wretch of a whaler tossed and turned all night in his pallet, moaning and whimpering," Kekela noted in his diary. "I finally got him to kneel down and thank the Good Lord for saving him."

The Congress sailed with Jonathan Whalon and the role played by James Kekela was ultimately reported to President Lincoln.

Although Lincoln was deeply involved with the War Between the States, he was so moved by Kekela's bravery that he personally ordered that \$500 in gold be sent to the Hawaiian along with gold hunting case watches, two double-barreled guns (one for the Marquesan Chief Tahitona) a silver medal for a Marquesan girl of Kekela's household who had warned Jonathan Whalon against going ashore, and a spyglass, two quadrants and two charts.

Kekela acknowledged the gifts from Lincoln in a letter, written in Hawaiian, which said in part:

"Hiva Oa, March 27, 1865

"To A. Lincoln, President of the United States of America.

"Greetings to you, great and good friend: my mind is stirred up to address you in friendship by receipt of your communication and gifts.

"When I saw one of your countrymen, a citizen of your great nation, ill-treated, and about to be baked and eaten, as a pig is eaten, I ran to save him, full of pity and grief at the evil deed of these benighted people. I gave my boat for the stranger's life, and other possessions. They became the ransom of this countryman of yours, that he might not be eaten by the savages. . . .

"Your gifts of friendship have been safely received. It is, indeed, in keeping with all I have known of your acts as President of the United States. . . ."

Author Robert Louis Stevenson visited the Marquesas in 1888 in his 74-foot yacht *Casco*, read Kekela's letter to Lincoln and in his volume, "In the South Seas", Stevenson wrote: "I do not envy the man who can read it without emotion."

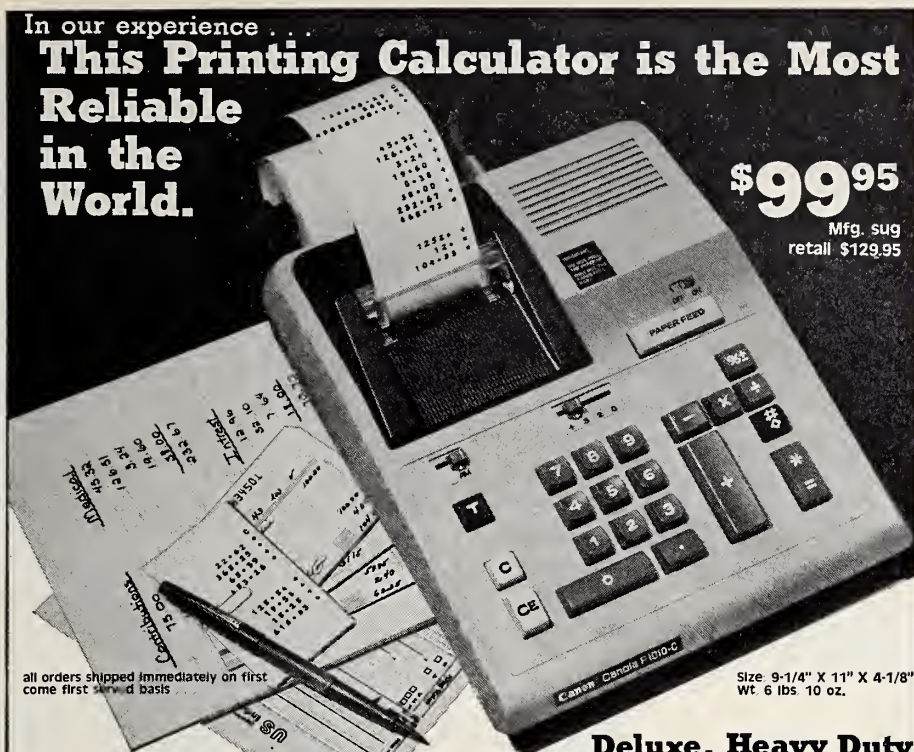
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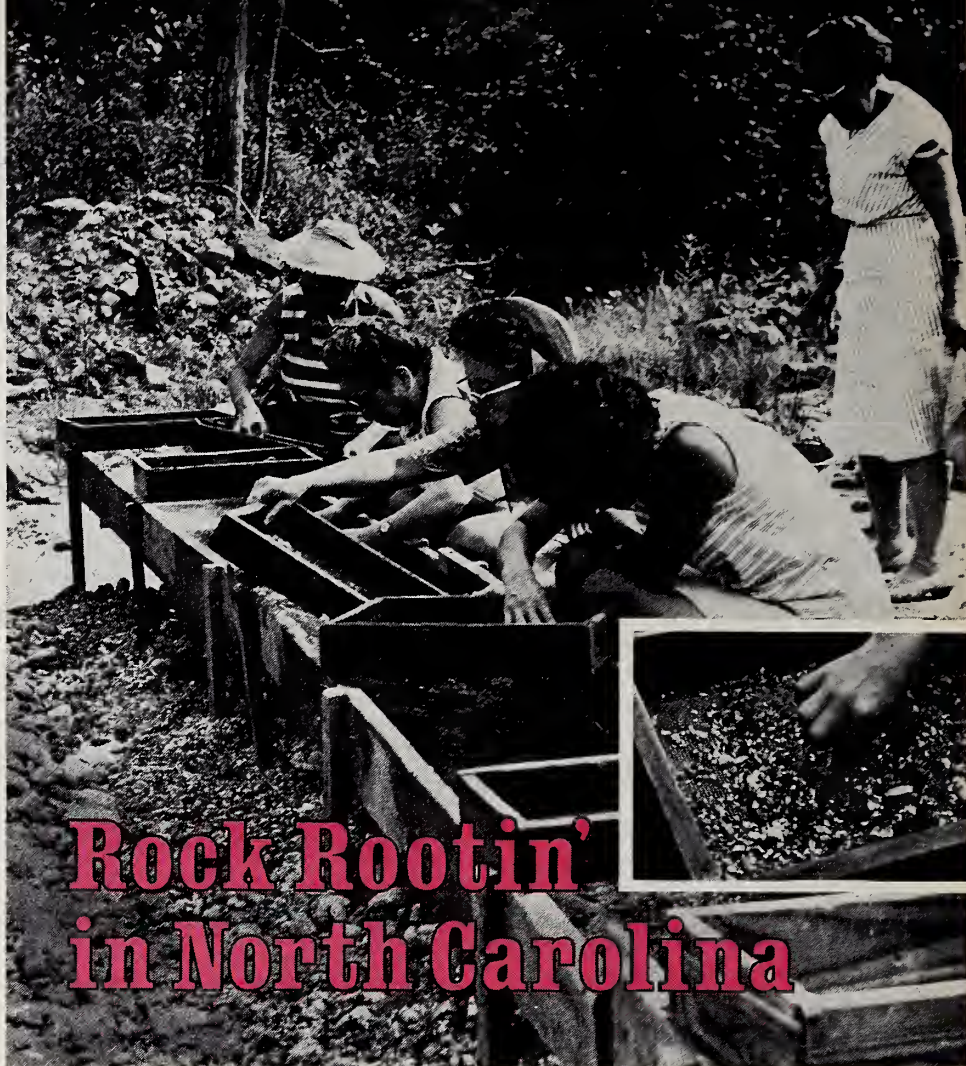
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Then get ready for a muddy time. The screen boxes which sift out unwanted particles from the ore are placed in long water troughs.

Your hands will be wrinkled and muddy after this exercise and clothing may well be soiled in the process, so come prepared.

But the excitement of the find

makes one forget all but the search. Three recent visitors sifted through 12 buckets of ore during a four-hour panning session and came up with rubies, garnets, aquamarines, rhodinite and other less valuable stones.

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When the mines close it is not the end of the fun. Now comes the time to browse the local rock shops, comparing stones and selecting mounts for your own prizes.

The town of Franklin, which is southwest of Asheville, has hotels and other conveniences for travelers and tourists. Parking is easy at both the hotels and motels and at the mines. Valley roads for the most part are good but not always paved.

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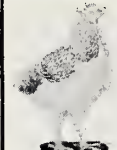
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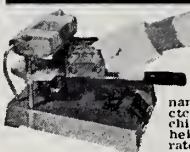
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Bob Carter of Newark, N.J. ran his first small mail order ad in House Beautiful magazine—offering an auto clothes rack. Business Week reported that his ad brought in \$5,000 in orders. By the end of his first year in Mail Order, he had grossed over \$100,000!

Another beginner—a lawyer from the mid-west, sold a mail order item to fishermen. Specialty Salesman magazine reveals, "he made \$70,000 the first three months!"

There is no other business where you can make a fortune so fast. Come up with a 'hot' new item... and **WHAM!**

It strikes like a bolt of lightning!

Millions of people read your ad and suddenly, you are swamped with cash orders from all over the country... **MORE MONEY** in 60 days than you could earn in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield magazine. His ad pulled 22,000 orders—over **A HALF MILLION DOLLARS IN CASH!**

Yes, Mail Order is the fastest-growing, most profitable business in America! And now with the population explosion... the huge teenage market... and more people moving to the suburbs—we are on the verge of the **BIGGEST BOOM** in Mail Order history!

Free

If you are sincerely interested in starting a lucrative business of your own **ACT NOW!** We can help you get rich in Mail Order just as we've helped others. Mail the coupon or send a postcard. We'll send you a free book, catalog, ads and complete facts about our offer. No salesman will call. No obligation. You don't need previous experience but you must be over 21. Write to: **Mail Order Associates, Inc., Dept. 336**
Montvale, New Jersey 07645

Mail Order Associates, Inc., Dept. 336
Montvale, New Jersey 07645

Please rush full details immediately.

Name _____

Address _____

City _____

State _____ Zip _____

BOOKS THAT MATTER

Volunteers, One and All, by Bruce Bliven, Jr. 164 pp., \$7.95; and **P.O.W.**, by John G. Hubbell, 605 pp., \$15. Both books published by Reader's Digest Press/T. Y. Crowell Co., Dist., New York, NY.

The U.S. military is the subject of both of these books, one from the point of view of who will serve in "this man's army" now that it is an all volunteer force; the other, a look at the kind of person who has already served—as a POW during the torturous years of the Vietnam war. They should be read for what they tell us about our country's first line of defense, the U.S. fighting person.

Mr. Bliven has written a short book but he's packed it with specifics, statistics and selections from interviews with persons who have concerned themselves with our military recruitment problems. It emphasizes a striving toward *professionalism*.

Mr. Hubbell's book takes us from Aug. 5, 1964, when Lt. Everett Alvarez, Jr., became the first American to be shot down and imprisoned in the Vietnam war, to February 1973 when repatriated POW's began arriving home. In between are accounts of almost unbelievable years of deprivation, cruelty, torture, disease, injuries and, sometimes, cowardice and betrayal, but also of astounding courage, humanity, humor and above all faith in themselves, God and country.

—Grail Hanford

The Indianapolis 500 (A Complete Pictorial History) by John and Barbara Devaney. Rand McNally & Co., New York, N.Y., 282 pp., \$16.95.

Every Memorial Day more than 100,000 Americans jam the ancient Indianapolis Speedway to watch 30-odd drivers hurl their racing cars around a 2.5-mile brick oval until one has accomplished 500 miles. Why?

There are probably as many reasons as there are spectators. Automakers will attribute it to Americans' enduring love affair with the automobile. Psychologists will cite the lust for thrills, even disaster. Whatever the reason, most Americans will admit that they want to see one "500."

The book is a treat for anyone who agrees with what William Herschell wrote in 1921:

*Oh what a day of days it is
For here, new friends and old
Pay tribute to a steed of steel
Manned by a heart of gold.*

—Ray McHugh

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Zoysia Saves Time, Work And Money

SPECIAL "EARLY BIRD" BONUS PLUGS OFFER!
ORDER NOW AND GET UP TO 200 PLUGS FREE!



By Mike Sandin
Agronomist

Every year I see people pour more and more money into their lawns. They dig, fertilize and lime. They rake it all in. They scatter their seed and roll and water it.

Amazon is the Trade Mark Registered U.S. Patent Office for our Meyer Z-52 Zoysia Grass.

Birds love it! Seeds which aren't washed away by rain give them a feast. But some seed grows, and soon it's time to weed, water and mow... until summer comes to burn the lawn into hay, or crabgrass and diseases infest it.

That's what happens to ordinary grass, but not to Amazon Zoysia.

"MOWED IT 2 TIMES," WRITES WOMAN

For example, Mrs. M. R. Mitter writes me how her lawn "... is the envy of all who see it. When everybody's lawns around here are brown from drought ours just stays as green as ever. I've never watered it, only when I put the plugs in. ... Last summer we had it mowed (2) times. Another thing, we never have to pull any weeds—it's just wonderful!"

Wonderful? Yes, Amazon Zoysia Grass IS wonderful! Plant it now and like Mrs. Mitter you'll cut mowing by 2/3 ... never have another weed problem all summer long the rest of your life!

And from Iowa came word that the state's largest Men's Garden Club picked a Zoysia lawn as the "top lawn—nearly perfect" in its area. Yet this lawn had been watered only once all summer up to August!

These represent but 2 of thousands of happy Zoysia owners. Their experiences show that you, too, can grow a lawn from part shade to full sun, and it will stay green and beautiful thru blistering heat, water bans—even drought!

CUTS YOUR WORK, SAVES YOU MONEY

Your deep-rooted, established Amazon lawn saves you time and money in many ways. It never needs replacement ... ends re-seeding forever. Fertilizing and watering (water costs money, too) are rarely if ever needed. It ends the need for crabgrass killers permanently. It cuts pushing a noisy mower in the blistering sun by %.

WEAR RESISTANT

When America's largest University tested 13 leading grasses for wear resistance, such as foot scuffing, the Zoysia (matrella and japonica Meyer Z-52) led all others.

Your Amazon lawn takes such wear as cookouts, lawn parties, lawn furniture, etc. Grows so thick you could play football on it and not get your feet muddy. Even if children play on it, they won't hurt it—or themselves.

CHOKES OUT CRABGRASS

Thick, rich, luxurious Amazon grows into a carpet of grass that chokes out crabgrass and weeds all summer long! It will NOT winter kill. Goes off its green color after killing frost, regains fresh new beauty every Spring—a true perennial!

NO NEED TO RIP OUT PRESENT GRASS

Now's the time to order your Amazon Zoysia plugs—to get started on a lawn that will choke out crabgrass and weeds all summer long and year after year.

Plug it into an entire lawn or limited "problem areas". Plug it into poor soil, "builder's soil", clay or sandy soils—even salty, beach areas, and I guarantee it to grow!

PERFECT FOR SLOPES

If slopes are a problem, plug in Amazon and let it stop erosion. Or plug it into hard-to-cover spots, play-worn areas, etc.

PLUG AMAZOY INTO OLD LAWN, NEW GROUND OR NURSERY AREA

Just set Amazon plugs into holes in ground like a cork in a bottle. Plant 1 foot apart, checkerboard style. Every plug 3 sq. inches.

When planted in existing lawn areas plugs will spread to drive out old, unwanted growth, including weeds. Easy planting instructions with order.

Your Own Supply of Plug Transplants

Your established Amazon lawn provides you with Amazon Zoysia plugs for other areas as you may desire.

NO SOD, NO SEED

There's no seed that produces winter-hardy Meyer Z-52 Zoysia. Grass and sod or ordinary grass carries with it the same problems as seed—like weeds, diseases, frequent mowing, burning out, etc. That's why Amazon comes in pre-cut plugs ... your assurance of lawn success.

Every Plug Guaranteed to Grow

In Your Area • In Your Soil

• AMAZOY WON'T WINTER KILL—has survived temperatures 30° below zero!

• AMAZOY WON'T HEAT KILL—when other grasses burn out, Amazon remains green and lovely!

Every plug must grow within 45 days or we replace it free. Since we're hardly in business for the fun of it, you know we have to be sure of our product.

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TO PLUGS**

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MORE THAN A HALF BILLION PLUGS SOLD!

Compare Bonus Plug offers with our reg. nationally advertised prices and see how you save!

Consider the time and money you invest in your lawn and it doesn't pay to struggle with grass that burns out just when you want it most. Order Amazon now and let it spread into thrilling beautiful turf!

And remember: If it isn't Amazon, you're not getting the plugs that made Zoysia famous.

Work Less • Worry Less • Spend Less

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- Reduces Mowing %
- Chokes Out Crabgrass
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- Stays Green Through Droughts
- Won't Winter Kill
- Laughs At Water Bans

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Order now for your Bonus Plugs Free, and earliest delivery at correct planting time in your area.

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(Our 22nd year) General Offices and Store
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Dear Mr. Sandin: Please send me the quantity of guaranteed Amazon as checked below:

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200 PLUGS & PLUGGER Plus Bonus of 25 FREE	300 PLUGS & PLUGGER Plus Bonus of 50 FREE	600 PLUGS & PLUGGER Plus Bonus of 100 FREE	1100 PLUGS & PLUGGER, Plus Bonus of 200 FREE
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(CONTINUED FROM PAGE 2)

Notes on Our Desk

during the 1973 Israeli airlift and, more recently, in carrying relief supplies to the victims of the Guatemala earthquakes, the C-5, the world's largest aircraft, performed exactly as it was designed to do—and did it with excellence. Even the highly critical watchdog of governmental spending, the General Accounting Office, said, "MAC (the Military Airlift Command) did an outstanding job of airlifting equipment and supplies to Israel. . . ." That job, to a great degree, was done by C-5s. "The aerial delivery of combat tanks and other outsize cargo by C-5s was an impressive use of airlift capability, and it is impossible to assess the psychological impact. . . ."

So, come on, America! Judge the private, the general, the soldier and sailor, but do so with an open mind. Forget the stereotypes.

The military man or woman today is still the watchdog of freedom.

John George Bacon, 56, a native of Spokane, WA, served in World War II, then attended Georgetown University and joined the U.S. Foreign Service in 1949. He has served in many positions in the Department of State; in London; Rome; Bonn; the U.S. Mission to the U.N.; Khartoum, Sudan; and in Saigon. He completed the National War College; was Executive Director of the Arms Control and Disarmament Agency in Washington; served at the American Embassy, Bonn; and as diplomat-in-residence and professor of political science at Drake University, Des Moines, IA.

Bacon is currently political advisor to the commander, Military Airlift Command, Scott Air Force Base, IL. He holds the Department of State Meritorious Honor Award and the Arms Control and Disarmament Agency Superior Honor Award.

Letters to the Editor

SIR: The many letters on the controversial "Amnesty" issue which have appeared in The American Legion Magazine surprised me in their frankness and division of opinion. The fact that the magazine printed them augurs well.

MEYER WIDREVITZ
Chicago, IL

SIR: I do not belong to the Legion, but I hope you who have fought our wars will continue to stand for military parity with the Soviets. It's hard to understand people who think we can have peace by limiting arms, and by detente. It didn't work with Hitler or the Japanese; why should it work with the Russians?

MRS. M. H. PARKER
Fitzgerald, GA

SIR: The minimum wages in the Postal Service testify to the power of the postal unions.

MRS. WILLIAM LITTLE
Evansville, IN

SIR: Give the Postal Service employees a little credit . . . a great number of them are war veterans. Why should they be denied cost of living raises. The price of our bread and kids increases, too.

NANCY L. KELLY
Chicora, PA

SIR: I have been a career postal employee for 10 years and my salary has just reached \$13,750. It took me six years of part-time work before I attained the title of "full time regular" and a normal 40-hour week. It is not fair to blame Postal Service problems on labor costs.

RALPH JAROS
Cleveland, OH

SIR: As a veteran of World War II, Korea and Vietnam and a Postal Service employee I protest the criticism in your October article.

A. R. SEREAN
Dover, DE

SIR: I want to put unfounded reports to rest. The Teamsters Union has no plans now or for the future to attempt to bring members of the Armed Forces into our union. In fact, I personally believe that unionization of the Armed Forces would be neither desirable nor feasible.

FRANK E. FITZSIMMONS
Washington, DC

Editor's note: Mr. Fitzsimmons is president of the International Brotherhood of Teamsters. His union has never supported efforts by some government employee unions to organize the military services.

SIR: Regarding the American Federation of Government Employees Union to unionize the military—if it isn't lunacy, it is certainly a suggestion that Mr. Brezhnev would approve.

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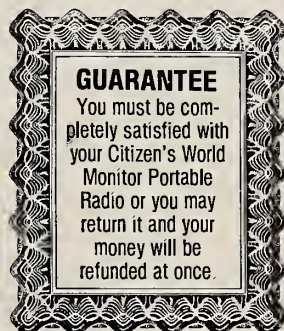
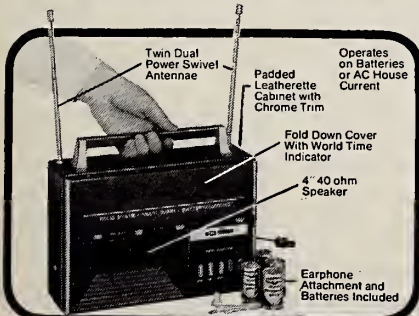
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(CONTINUED FROM PAGE 31)

I'm Your American Legion Card

a war. There was nationwide debate concerning the merits of our involvement, and it seemed as though the young Vietnam veteran was receiving the brunt of the criticism. Well, the Legion couldn't stand for that. Veterans were returning, and this time I was fortunate to be adopted by a Legion District Commander in Wisconsin.

Our slogan was "Service First—Membership Second."

Many of these Vietnam veterans joined The American Legion, and in 1976 I was adopted by one of them. Remember the debate among World War I and World War II veterans? Here we go again. Fortunately, I'm wise enough at 58 to know that this will pass. In many posts it already has.

My Vietnam veteran is active with our scouting program. Last summer he had the Boys Scout Troop, which is sponsored by the post, clean the creek that runs through Veterans Memorial Park. They did a terrific job cleaning cans and rubbish from the creek. This fall they planted trees.

One of my relatives belongs to a Legionnaire who heads our local volunteer ambulance service. Two members of his committee are on call at all times and the ambulance stands ready to rush any person in the community to the nearest hospital, forty miles away.

At the state convention last summer, I met one of my sons who is in the wallet of a Legionnaire whose post is operating a CB REACT Center. This center monitors the emergency channel and reports to law enforcement agencies.

The question of energy and its conservation was the topic of a discussion at the post meeting the other night. An ad hoc committee was instructed to invite representatives from the local power company to attend a special meeting next month. The post will also invite the public. After all, energy affects all of us.

During my 58 years as a Legion membership card, I've been to a lot of places. One thing I've learned; the problems which affect veterans and their families are the same—whatever concerns their fellow man and community, state and nation.

I've got a grandson in the "nursery" at our Indianapolis Headquarters. I'm proud of him. His parents have already left—this is normal in membership card families—so I'd like to see you help him get adopted. He asked me to ask you if it would be all right for him to belong to your post. I know you have a friend whose billfold will give him the care he needs, so have him or her fill out the adoption paper and send it to your post. And, oh yes, I've got a granddaughter, too

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ARCH-EASE not only supports and raises your arch; it takes the pressure off bunions, corns, hammertoes, and other foot problems . . . to relieve the agony they can cause! The bones and muscles in your foot and lower leg can work the way nature intended them to, without artificial stresses and strains! So you enjoy the foot comfort you've been praying for . . . *without* shelling out good money for expensive molded shoes!

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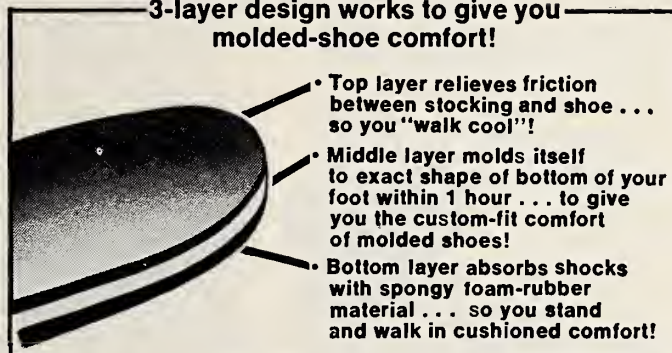
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If you have a helpful idea for Life in the Outdoors send it in. If we use it we'll pay you \$5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1608 K Street, N.W., Washington, D.C. 20006.

LIFE IN THE OUTDOORS

A Hunter's Eyes

SPORTSMEN and their families should always wear glasses in the outdoors, especially hunters, according to eye specialists. Some hunters leave their prescription glasses at home or in their car or tent because they don't want to risk losing them; as a result the big buck they think they see sometimes is actually another hunter. If it is a deer, their vision is too poor for accurate shooting. Even with perfect eyesight, a hunter needs glasses for protection; a twig that scratches an eye as he pushes through brush or past a tree branch can cause a serious infection and perhaps eventual loss of sight. Every hunter should have his eyes tested for distance vision, and then invest in a pair of shooting glasses with impact-resistant lenses in wide-angle frames. These will actually be more efficient than his regular glasses because he'll be able to see through the top of the large lens when he tips his head down to look through the rear sight of a rifle or along the barrel of a shotgun. If he's afraid of losing them, he can tie a cord from their frame to a button on his jacket.

The perfect solution is to have two pairs of glasses, even though he doesn't need corrective lenses. One should be tinted sunglasses to absorb 75 to 85 percent of the sun's glare. Gray is best; it doesn't interfere with color perception. Shielding the eyes in bright sunlight also results in better vision during the dusk and at night when he might be driving home. The second pair should have clear lenses to be worn in cloudy weather; if no correction is necessary, at least they will protect the eyes from scratches in the woods or stray shot in a duck blind.

A rifle sight is also important. The open type requires concentration on the rear sight near the eye, the front sight and the distant target; the eye must change focus very quickly which causes eye strain, especially in older hunters. The peep sight is an improvement causing less strain, but best of all is the telescopic sight; the crosshairs and target appear to be at the same distance from the eye and adjustments in focus aren't necessary. It is also an easier sight to use while the shooter is wearing glasses.

Campers, hikers, bike riders, also fishermen and boatmen need similar eye protection. On water, there is glare even on overcast days, and swollen, sunburned eyes can be serious and quite painful. Tinted bifocals solve an annoying problem for the trout angler; the lower magnifying portions of the lenses make it easy to tie a tiny fly on a hair-like leader. They are available with tinted lenses in wide-angle frames.

A USE for small plastic pill bottles on outdoor trips is suggested by Matthew

Kren of Bridgeport, Ohio. He fills them with petroleum jelly, aspirin, cold cures, liniment, and other remedies for use in emergencies. They're small, light, and take little space.

WHEN tight hunting or fishing boots are difficult to put on, a plastic baggie will help, according to Mrs. Leroy Isley of Cortez, Colorado. Slip it over your heel before inserting your foot in the boot; your foot will slide in easily. Then pull out the baggie.

ON a camping trip, if your wife decides that without face cream her beautiful complexion will be ruined by the outdoor weather, Margaret Weiss of Long Beach, California, suggests ordinary mayonnaise. It works.

More About Deborah

In its November issue, the American Legion Magazine unwittingly stumbled into a smouldering New England controversy over Deborah Sampson Gannett, a woman who served with the Continental Army and who may have been the first woman in a uniform of the American armed services.

The November account cited 19th century accounts that Miss Sampson may have been black. These accounts were prevalent more than 100 years ago. A score of readers, however, have informed the editors that modern New England historians, after painstaking research, are now convinced that Miss Deborah was white.

Charles Bricknell of Plympton, MA, writes that the Plympton town clerk says all records indicate she was of English and French ancestry.

Mary Wade, school librarian at Sharon, MA, where Deborah is buried, seconds this view.

Julia Ward Stickley, former staff member of the National Archives in Washington, writes that she spent 15 years researching soldiers of the Revolution and found no evidence to support early references to Deborah as a black. American History Illustrated, published by the National Historical Society at Gettysburg, PA, adds its weight to the argument.

It should not be lost in controversy, however, that Deborah was, indeed, a remarkable young woman who fought side by side with the men of the Revolution and created a tradition that thousands of women are following in today's armed forces.

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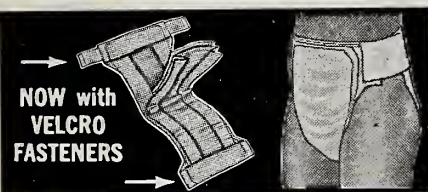
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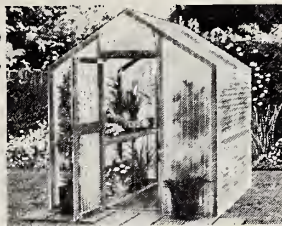
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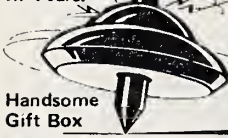
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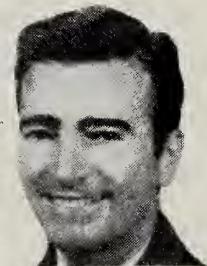
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—R. N. BAUMAN

WITH SOUND

Congratulating the new father on his latest offspring, the friend asked, "Who does the new baby take after?"

Smiling sheepishly, the father remarked, "She's the picture of me . . . and the sound-track of her mother."

—LUCILLE J. GOODYEAR

DOGGY DINNER

Father (to waitress): "Wrap up the rest of the steak for the dog."

Small son: "Goody! We're going to get a dog."

—LUCILLE S. HARPER

DOWN TREND

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"Who cares?" said a salesman. "That isn't where business has gone."

—GEORGE E. BERGMAN

TOGETHERNESS

In the land of the lion, the family that preys together stays together.

—RAYMOND J. CVIKOTA

MODERN MATH

The shortest distance between two points is always under construction.

—HONEY GREER

TO MY VALENTINE

My husband doesn't like gardening
That task is strictly mine,
And I never really objected
Until a hoe was my valentine.

—BETH COOK

WISHFUL THINKING

His plans to make a comeback
Are castles in the air - - -
How can he make a comeback
When he was never there?

—WILLIAM WALDEN

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—GEORGE O. LUDKE

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—DORIS CLARKE

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—DAVID BISSONETTE

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—GENE YASENAK



"Thank God it's Friday!"

THE AMERICAN LEGION MAGAZINE

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VS

2 PAIRS for Only 19⁹⁵ from HABAND

It's a fact! The newest, freshest, most elegant executive shoes coming over from France, Italy & Switzerland are beautiful! But they cost \$40, \$50, even \$65 per pair!! Could you feel comfortable in such extravagance?

Haband, the direct mail order people have a better idea. They copy the best imported styles and make them up in highly respected modern shoe factories here in the U.S.A. The best American man-made materials! Exact American sizes & widths. And our famous 2 pair for \$19.95 price includes FREE Matching Belt!

These are excellent shoes. Handsome, lightweight, and long wearing. LOOK WHAT ALL YOU GET! Full life-of-the-shoe one-piece sole & heel. Built-in support shank in the arch. Built-in hidden elastic gore. Heavy metal buckles. Deluxe bindings. and super-comfort insoles — THE WORKS! You get fine quality, the latest style, even our famous 100% Guarantee!

And it is NICE to save money again!



White Loafer

Champagne Loafer

Get TWO Perfect Outfits with this

FREE TWO-WAY MATCHING BELT!

It's Like TWO Belts in One!!!

The same belt is white on one side and Champagne on the other, so whichever shoes you wear you have an extra perfect outfit to wear with any slacks you own! Available in Black/Brown combination if you prefer.

We will include a FREE BELT with every order — Just tell us your size on the order form below:

THE NEW WHITES! THE NEW CHAMPAGNE!

Here you see the latest in a famous line of Executive Style Shoes for both Business and Resort wear. But the price will amaze you! It hasn't changed in years! TWO PAIRS for \$19.95!! How can such prices be?

Haband Company is a small, conscientious family business in Paterson, N.J., established in 1925 & doing business almost exclusively by United States Mail. We ship direct to over 2 million leading executives in every city & town in America. You have probably seen our shoes on men you know & wondered where to get them!

YOU ARE NOW INVITED TO WEAR TEST

Any 2 Pairs AT NO RISK!

Take your choice of any two pairs of shoes shown here. Tell us your exact size and choice of color, and send us your order.

If at any time for any reason you are not completely delighted with your purchase, return the shoes for full refund of every penny you paid us! ALL THIS AT 2 PAIR for \$19.95! You can even keep the free belt! For immediate delivery, use this easy Direct Service Order Form



Black

Lt. Brown Loafer

Lt. Brown Side Buckle

Brown Gator

HABAND COMPANY
265 North 9th Street
Paterson, NJ 07530

Gentlemen:
Please send me

..... pairs of your new Executive Shoes as specified hereon, for which I enclose my remittance of \$ in full. If not satisfied, I may return the shoes and keep the Free Belt! 70C-429 (911)

Name Apt. # Street City State ZIP

THIS ORDER GETS FREE TWO-WAY BELT! We have your size

	5	6	6 1/2	7	7 1/2	8	8 1/2	9	9 1/2	10	10 1/2	11	11 1/2	12	13
A															
B															
C															
D															
E															
EEE															

Style	Size	Width
White		
Champagne		
Black		
Lt. Brown Loafer		
Brown Gator		
Lt. Brown Side Buckle		

BELT SIZES 30 to 54

Check Choice:

☐ White & Champagne or ☐ Black & Brown

What Size?

Buy 4 pairs & get BOTH Belts (All 4 colors) Free!

HABAND

265 North 9th Street, Paterson, N.J.
M. Habernickel, Jr. Duke Habernickel